



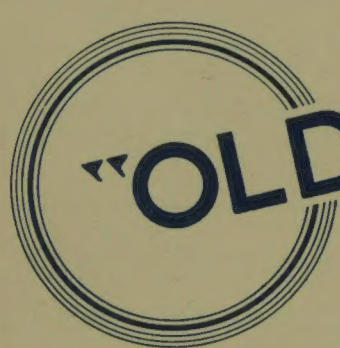
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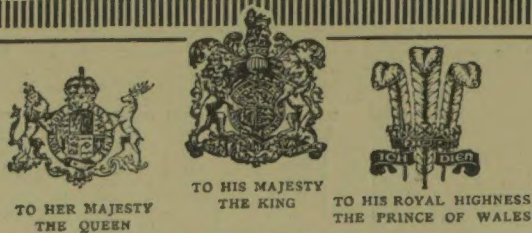
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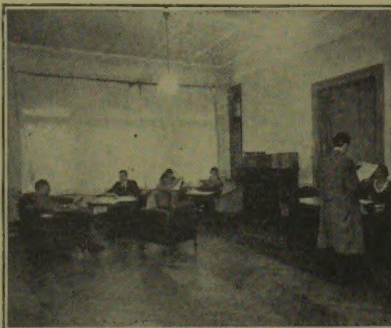
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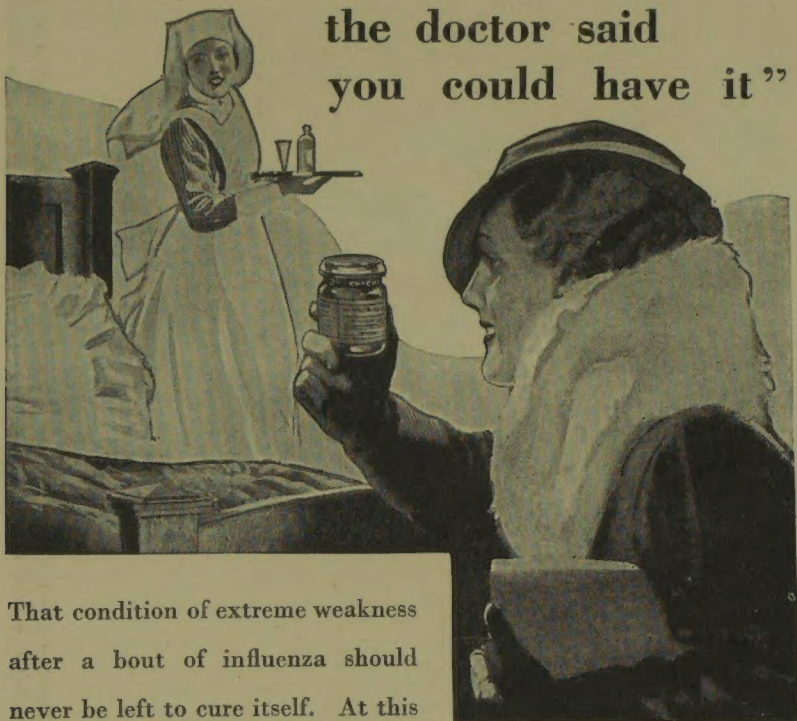
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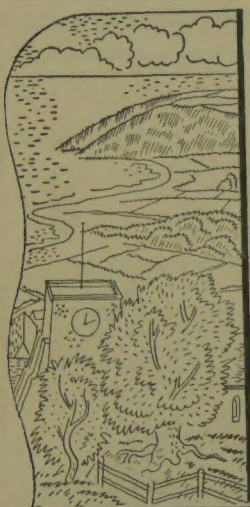
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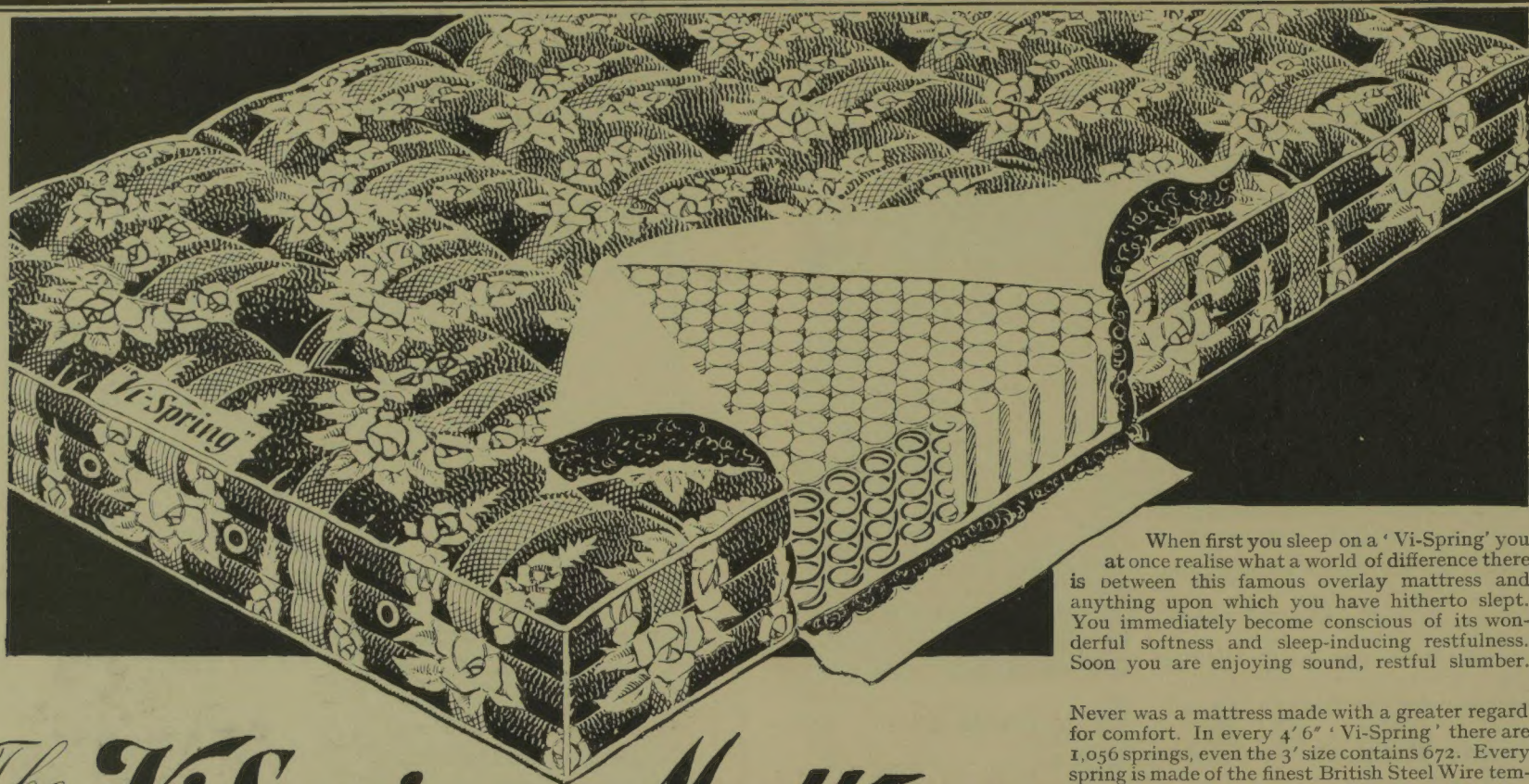
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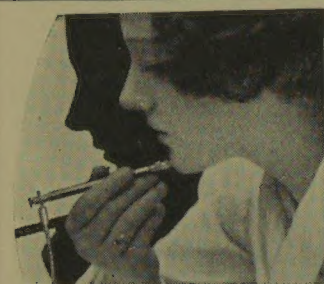
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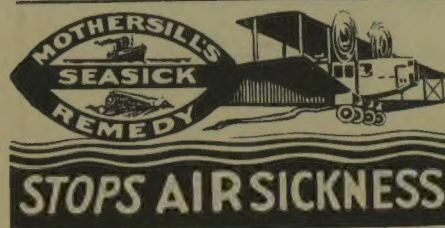
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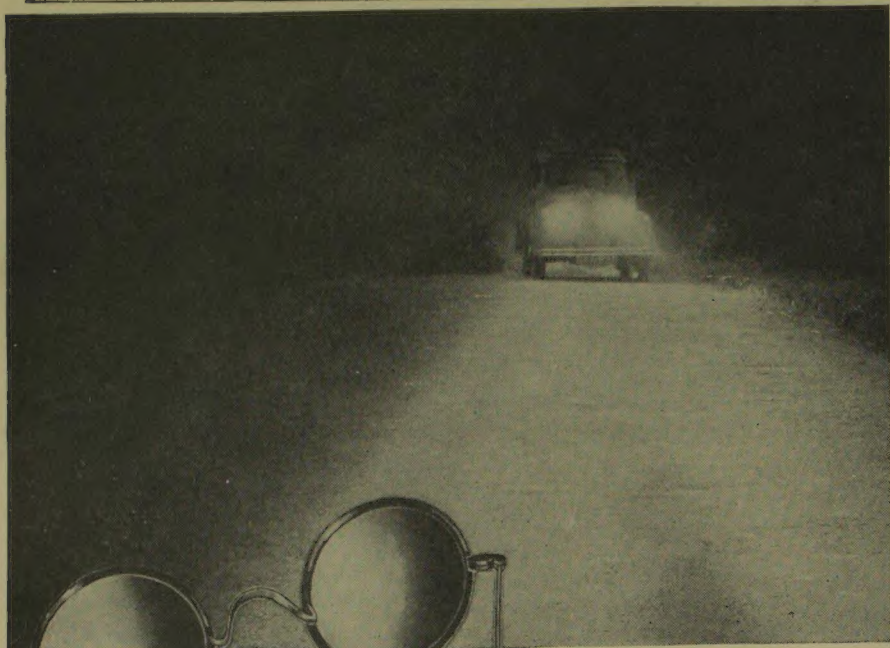
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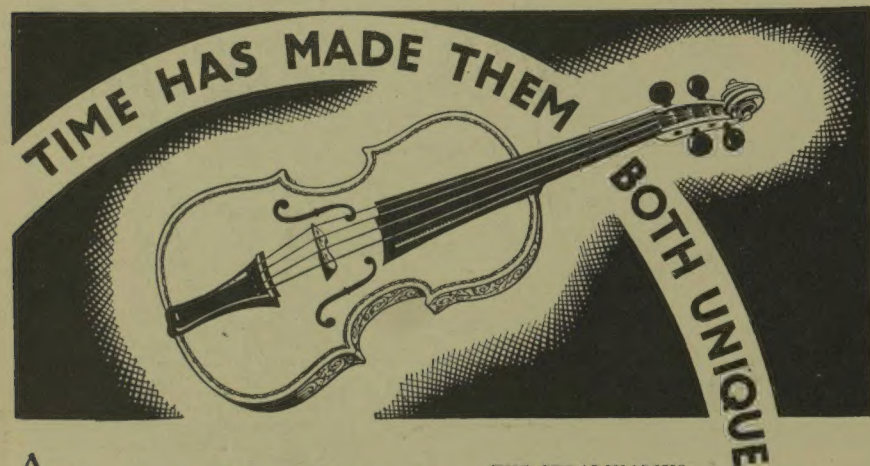
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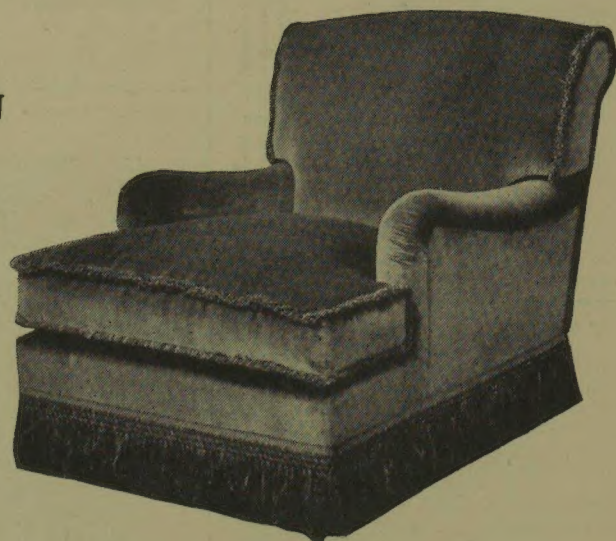


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SATURDAY, OCTOBER 12, 1935.



**JUST BEFORE THE RAINY SEASON ENDED IN ABYSSINIA, AND WAR BEGAN: THE EMPEROR (IN THE CENTRE) AT THE FEAST OF MASKAL, WITH FOREIGN REPRESENTATIVES (LEFT), INCLUDING THE ITALIAN MINISTER.**

The ceremony here illustrated, held at Addis Ababa on September 27, is of special interest, since the annual Feast of Maskal marks the end of the rains, and it was precisely for this weather change that the Italians waited to open hostilities. Ironically enough, as our photograph indicates, the day's proceedings were marred by the worst rainstorm of the year, but the Abuna (the head bishop) declared that rain on the Feast of Maskal was a sign of luck! Another interesting point in the

photograph is the presence of the Italian Minister, Count Vinci (second from right in the second row of the group on the left), who attended despite his abstention on a previous occasion, the Emperor's forty-fifth birthday celebrations on July 23. As there had been no formal declaration of war, Count Vinci was still at Addis Ababa after hostilities had begun, but it was stated on October 8 that his departure was imminent, and (in a later report) that he had been asked to leave.





By G. K. CHESTERTON.

VULGARITY is the vice of this age, as ferocity might be of another age, or morbidity of a third; but there has always been a difficulty about self-criticism in such things. Ferocious people do not write delicate satires against ferocity; morbid people do not roar with happy laughter at the sight of morbidity; and the limitations of our own time have led to certain mental habits in all of us; which may prevent even the best critics from correctly distinguishing what is common in the bad sense from what is common in the good. There is one angle of argument at which, as it seems to me, those who attack with the best intentions often go off at a wrong tangent. For instance, they mix up the very peculiar and even exquisite fine shade of caddishness which has marked our culture just recently with something else which, at its worst, is very much more human and is probably as old as the world. The popular love of horrors, or even of monstrosities, is not vulgar in the particular sense I mean. It is ugly and coarse and sometimes callous; but it can exist in very jolly and even kindly people; in school-boys or even in children. It is at worst a primitive fault; whereas modern vulgarity is a form of decay. The point of it is, I think, that it is not being horrible about horrible things, but talking horribly about humane things.

Modern vulgarity is always an exhibition of refinement; a nasty exhibition of nasty refinement. It is indelicate about delicate matters; but it shouts at the top of its voice that the matters are very delicate. If the Vicar is found hanging on the village pump,

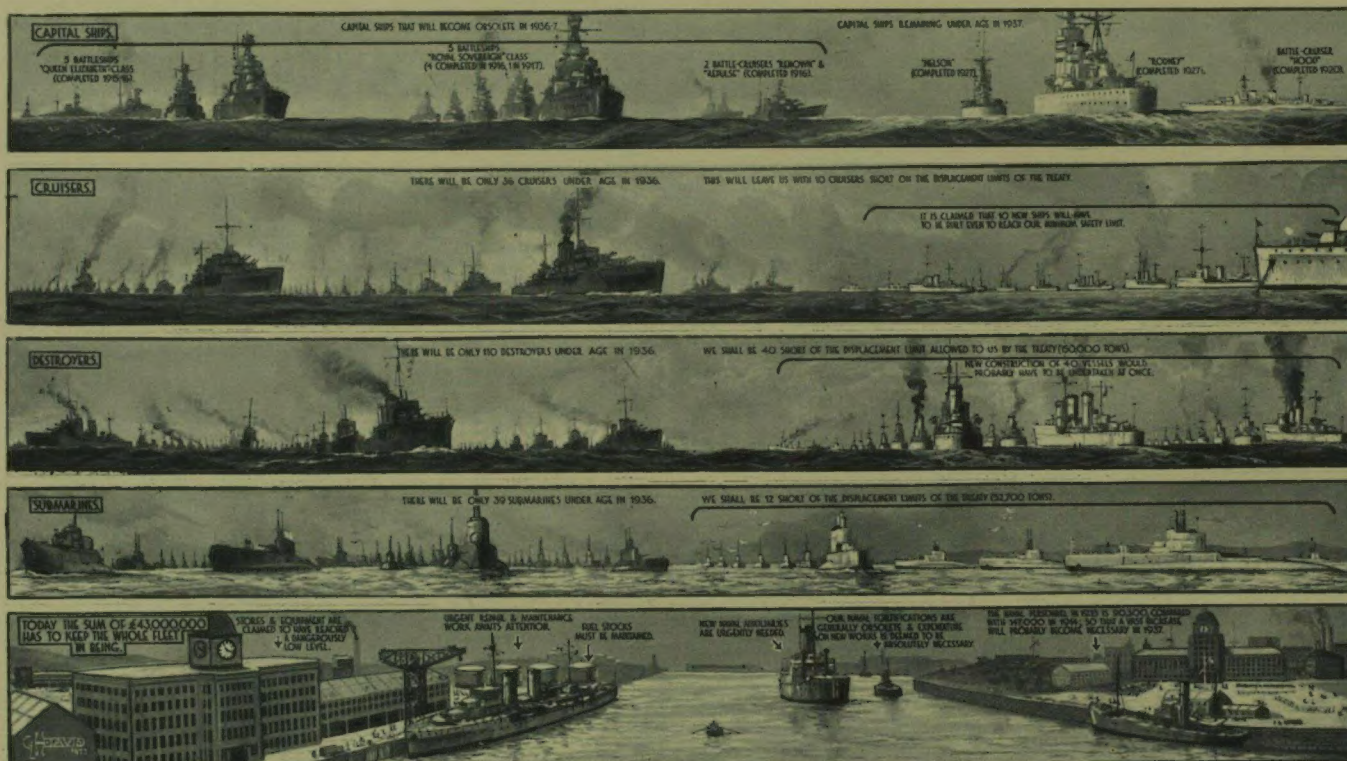
transfixed by a carving-knife apparently belonging to the curate, then I think it is asking almost too much of the simple villagers to expect them not to gaze at so unusual and interesting a sight. Very refined ladies in the village may say it is disgraceful that a crowd should collect round such an incident, but I shall not join in their scandalised talk; indeed, I shall probably be found in the crowd in front of the pump. It may be horrible, but it is at least human, to be startled into interest by that sort of horror. But when I see in the newspaper an interview with the wife of the accused curate, in which the lady is badgered by some journalist to say something tearful and trustful that can be put in a headline—then I am furious enough to go and look for the carving-knife myself. I do very seriously think that sort of thing disgusting; precisely because it does pretend to sympathise with sensibilities which every person of decent sensibilities would leave alone. But the brutality is the very reverse of apathy; indeed, the brutality consists in the very absence of apathy. It is the sympathy, or pretence of sympathy, that is brutal; and the very tactlessness consists in being tactful in large letters or with a loud voice. Nothing that is comic can ever be so vulgar as this version of the pathetic. For these are things which should either be dealt with adequately or not dealt with at all. Perhaps they are really dealt with adequately only when they are not dealt with at all.

But anyhow, making a scare out of a horrible thing is never so horrible as making a scoop out of a terrible and tragic thing. It is one thing to make a blood-curdling waxwork of the Clapham Murderer, with a gory knife in his hand, for those whose fresh and innocent taste can harmlessly enjoy these things. It is quite another to take a camera snapshot of a poor widow trying to escape from the camera. It is particularly repulsive to demand explanations from people in delicate or desperate situations, whose feelings must be mixed and may be indescribable; and it is repulsive precisely because it is trying to proclaim in a large and loud fashion what possibly could only be described in a subtle and almost secretive fashion. It is a crime against proportion even to try to transfer to a material megaphone what could only be analysed under a moral microscope. But let it be noted that the crime consists, not so much

cry aloud, indignantly imploring them, in the name of the sacred dignity of sorrow, to be more unsympathetic.

Now, it is quite a mistake to suppose that this involves a sneer at the masses, or even at the mob. The populace as such has never shown this intellectual vice, in history as a whole. The mob has committed many crimes; but it never managed by itself to cheapen the tone of tragedies. The old popular customs of lamentation, such as keening, were almost inarticulate and never indiscreet. The old popular ballads about the deaths of kings or the division of lovers were always restrained, to the point of being mysterious; as is that admirable dirge beginning "Six dukes they went fishing down by the seaside"; in which the lamented death of the Royal Duke of Grantham is wrapt in such clouds of romantic obscurity

that it is difficult to reconstruct it even as a narrative, to say nothing of a historical incident. Anyhow, nobody can say that this lyric loudly and vulgarly proclaims too many details about the private life of the Grantham family. Nobody can complain that the picture is too photographic to be artistic; or too realistic to be respectful. And in some of the finer ballads, equally popular in type and origin, there is a natural dignity and brevity worthy of the great Greeks or of the Old Testament. "His body lies in the green wood; and his hunting is done." Or "And there lies good Sir Patrick Spens, with the Scots lords at his feet." The new vulgarity is new, in all classes. It is not due to



LORD BEATTY'S GRAVE WARNING OF TWO YEARS AGO, ABOUT THE PERILS OF NAVAL REDUCTION, REINFORCED BY RECENT SPEECHES AT THE CONSERVATIVE AND UNIONIST CONFERENCE: OUR PICTORIAL FORECAST (PUBLISHED IN 1933) OF SHORTCOMINGS IN THE NAVY ON THE EXPIRATION OF THE LONDON NAVAL TREATY NEXT YEAR.

We republish here, from our issue of October 28, 1933, illustrations bearing closely on recent utterances at the National Union of Conservative and Unionist Associations, opened at Bournemouth on October 3. These drawings (whose purport is explained by the lettering upon them) were based on a grave warning by Lord Beatty that our Navy, through constant reductions, had reached the danger limit. It was recalled also that the London Naval Treaty will expire on December 31, 1936, and that, if it were not renewed, we should have to find vast sums for new construction, stores and fuel, repairs, and increased personnel. The Conservative and Unionist meeting the other day passed a resolution, moved by Sir Edward Grigg, urging, among other things, that the Government "must at all costs provide that our Naval, Military and Air Services shall be adequate (a) to safeguard British territory and sea-borne trade, . . . (b) to carry out British international obligations." This resolution was combined with an amendment by Mr. Churchill, in the course of which it was declared to be the Government's duty "to rebuild the British Fleet and strengthen the Royal Navy so as to safeguard our food and livelihood and preserve the coherence of the British Empire."—[Drawn by our Special Artist, G. H. Davis.]

in a mere insensibility to such sensitive matters, but rather in a too sentimental sort of sensibility to them ignoring the fact that they are sensitive. I have taken the type or figure of the photographer and his camera; and the man who exposes the sensitive plate so as to blacken it with daylight is not even a good photographer. There are some things that should remain in privacy, not because there is necessarily anything right or wrong about privacy and publicity, but because those ideas, like the images on the plate, actually cease to exist at the moment when they are published in so broad a daylight. In that sort of camera work there is not enough that is considered *in camera*.

In short, it is of vulgar sensibility, rather than of vulgar insensibility, that the modern world has to be cured. It is not for wallowing in ugly things, so much as for wasting and spoiling beautiful things, that it is to be condemned. There was a terrible irony in the promise made by many modern movements of the brotherly sort, that they would broaden our sympathies. They have only too truly broadened our sympathies, as a buffoon might excessively broaden his jokes. For that sort of broadening of sympathies is blunting of sympathies; is essentially a brutal flattening of sympathies. I should like to go round to all the great centres of publicity and the publishing of news, whether by journalists or advertisers, and

ignorance, though it may be partly due to bad education. The poor are probably rather less responsible for it than the rich; and it not only pervades society, but also Society. But wherever it goes, it comes from a certain spirit of overdoing things; of getting too much out of everything; of drinking every wine to the dregs and pursuing every excitement to its lair—and to its death.

Anyhow, the distinction is not unimportant; because there is always a tendency for reformers who try to do the right thing to take the wrong turning. The discussion of the real evil may easily be diverted into a discussion of much more pardonable forms of popular simplicity; such as that merely boyish appetite for supping on horrors, which has plenty of satisfaction provided in the finest literature, as in the case of the mysterious fifteen men who partook of a bottle of rum while seated on a dead man's chest. There is nothing vulgar about that, I hope. That is only pretending to be callous for fun; it is far less morally ugly than pretending to be compassionate for push and publicity. Indeed, the danger is that the professors of this sham pathos may pour all their own tearful eloquence into a protest against shockers and penny dreadfuls; without realising that their own indignity is far more dreadful than such a trifle as death; and that their own tears are far more shocking and indecent than torrents of piratical gore.





ALL ROME ANSWERS THE CALL FOR NATIONAL "MOBILISATION" IN ITALY: CROWDS AT THE VICTOR EMMANUEL MONUMENT LISTENING TO SIGNOR MUSSOLINI'S SPEECH RELAYED BY LOUD-SPEAKERS FROM THE PALAZZO VENEZIA.

The recently heralded national "mobilisation" of the Italian people took place, with dramatic surprise, on October 2. In Rome it followed a violent thunderstorm which had raged during the whole preceding night. In the afternoon sirens were sounded, and soon all the bells of the city were ringing. Every shop was closed, traffic stopped, and the people flocked into the streets. Excitement rose to fever pitch when, in the evening, Signor Mussolini appeared on the balcony of the Palazzo Venezia. He was greeted with a roar of cheering. Then there was a blast of trumpets, and, amid a tense hush, he began to speak. "Twenty million Italians," he said, "are at this moment gathered in the squares throughout Italy. It is the

most gigantic demonstration which the history of mankind records." Referring to events in East Africa, he declared: "With Ethiopia we have been patient for forty years. Now, enough! At the League of Nations, instead of recognising the just rights of Italy, they dared to speak of sanctions. . . . But let it be said once again in the most categorical manner, as a sacred pledge . . . that we will do everything possible to avoid a colonial conflict assuming the character and bearing of a European conflict." The conclusion of the Duce's speech was followed by another storm of acclamation. The speech was relayed by loud-speakers to various points in Rome where crowds had assembled, and was broadcast in all parts of Italy.



## THEATRES OF WAR IN NORTH-EAST ABYSSINIA: THE ATTACK FROM ERITREA.

DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS.



**NORTH-EAST ABYSSINIA: A RELIEF MAP SHOWING THE TWO MAIN LINES OF ITALIAN ADVANCE FROM ERITREA—BY ADOWA AND BY MUSSA ALI; AND GIVING DISTANCES (AS THE CROW FLIES) BETWEEN THOSE POINTS AND OTHER ABYSSINIAN CENTRES.**

The sketch maps on this and the opposite page show the theatres of war in Abyssinia after hostilities broke out on October 3. They also indicate the physical nature of the country, and emphasise the difference between the high plateaux and mountains of central Abyssinia and the hot, low-lying deserts in the east and the south-east. It should be made clear that the reports from Abyssinia, in the first few days of fighting, were extremely conflicting, and that it was impossible to know with any accuracy the details of troop movements, the casualty figures, and other military particulars. The reports indicated, however, that, as far as the Eritrean front was concerned, the Italians advanced on two main lines—through the province of Tigré in the north and by way of Mussa Ali in the east.

Adigrat fell on October 4 and Adowa was occupied on October 6. Its capture was hailed with jubilation in Rome as avenging the battle of Adowa of 1896. It was reported by "The Times" correspondent in Rome that on the Tigré sector "the advancing troops consist of three Army Corps; one national, which is operating in the region of the Agame; a second, native, which is operating in the Entisio region; and a third, national, which is operating in the Adowa region." The next Italian objective in this part was said to be the holy city of Aksum. A "Times" message from Addis Ababa, dated October 6, said: "Dessie, the Crown Prince's headquarters, was bombed at 8 a.m. yesterday, and the town will probably be evacuated."



## THE WAR IN SOUTH-EAST ABYSSINIA: THE ATTACK FROM SOMALILAND.

DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS.



SOUTH-EAST ABYSSINIA: A RELIEF MAP SHOWING THE SCENE OF THE ITALIAN ADVANCE FROM ITALIAN SOMALILAND, AND GIVING DISTANCES (AS THE CROW FLIES) FROM DOLO, GERLOGUBI AND WAL-WAL TO OTHER ABYSSINIAN CENTRES.

The following information has been received concerning the Italian operations on the Somaliland front. An official Italian communiqué of October 5 said: "In the western sector our troops occupied Dolo and other neighbouring localities. A squadron of six Capronis bombarded Gorahai." An Exchange message from Rome, dated October 5 and published in the "Sunday Times," commented: "Military experts consider that the occupation of Dolo, practically the southernmost town in Abyssinia, is of the greatest importance strategically, and can be regarded as the most notable success so far. Dolo stands at the junctions of three waterways, and its occupation indicates that the Italians intend to make full use of the rivers for the advance towards Addis Ababa from the south-east.

The occupation is also clearly indicated as a first step towards securing control of the Ethiopian-Kenya frontier, by which, the Italians claim, they will be able to stop the transportation, if any, of arms and munitions from Kenya." Another Italian communiqué said: "Yesterday morning, October 5, after brief fighting, troops in the northern sector occupied Gerlogubi." Further, "The Times" correspondent telegraphed from Addis Ababa on October 6: "The military wireless station at Gorahai reports that a second attack on the camp by Italian aeroplanes took place yesterday. It is stated that 300 bombs were dropped, of which 100 did not explode. . . . Gerlogubi is reported to have been wiped out by bombing, but the loss is not serious, since it was only occupied by forty scouts."



# THE ITALIAN AIR ARM AGAINST ABYSSINIA:

TYPES OF MACHINES; AND AIRMEN—THE SONS  
AND SON-IN-LAW OF SIGNOR MUSSOLINI.



AN ITALIAN AEROPLANE OF A MAKE MUCH MENTIONED DURING THE ABYSSINIAN OPERATIONS: THE THREE-ENGINE CAPRONI "101."  
*Reproduced by Courtesy of Jane's "All The World's Aircraft."*



ITALIAN AIRCRAFT LEAVING FOR EAST AFRICA: AEROPLANES WITH THEIR WINGS DETACHED, AND THE FRONT PORTION WRAPPED IN COVERINGS, BEING EMBARKED ON BOARD SHIP AT NAPLES.



THE DUCE'S TWO SONS AND HIS SON-IN-LAW, WHO ALL TOOK A PROMINENT PART IN THE AIR ATTACK ON ADOWA: SIGNORI VITTORIO AND BRUNO MUSSOLINI WITH COUNT CIANO (IN THE CENTRE).



PART OF THE ITALIAN AIR FORCES WHICH HAVE BEEN EMPLOYED ON THE MOST SOUTHERLY OF THE THREE FRONTS DURING THE OPERATIONS AGAINST ABYSSINIA:  
A GROUP OF WAR MACHINES UNDERGOING THE PROCESS OF REFUELLING AT AN AERODROME IN ITALIAN SOMALILAND.

With the very beginning of the Italian advance into Abyssinia on three fronts, aircraft came into operation, and, as expected, have already played an important part. The Caproni machines, of which one example is here illustrated, have been mentioned several times in the reports of the fighting. This particular type, the Caproni "101," has three 270-h.p. Alfa "Dux" radial air-cooled engines. The equipment includes four light bomb-racks and three machine-guns. Its maximum speed is 130.4 m.p.h. and its range is 620 miles. A report concerning the air attack on Adowa stated that among the pilots taking part were Signor Mussolini's

two sons, Vittorio (aged nineteen) and Bruno (aged eighteen), and that the Duce's son-in-law, Count Ciano, led the Fifteenth Bombing Squadron. An official account stated: "The squadron reached Adowa, where bands of armed Abyssinians and local defence groups opened fire with rifles, machine-guns and anti-aircraft batteries. Count Ciano's squadron immediately returned the fire, and discovered that the main centre of the enemy fire was at the Palace. The squadron dropped several bombs on the Palace. They next continued to Adigrat, where the remainder of the bombs were released. The entire squadron returned to the base at Asmara."



# THE NEW BATTLE OF ADOWA: AN ABYSSINIAN KEY TOWN CAPTURED BY ITALY.

Drawn for "The Illustrated London News," by Carl Wernitz, recently in Abyssinia.



**ADIGRAT: A STRATEGICALLY AND SENTIMENTALLY IMPORTANT POSITION OVER WHICH THE ITALIANS HOISTED THEIR FLAG ON OCTOBER 5, REMEMBERING HOW THEY HAD BEEN FORCED TO STRIKE IT THERE IN 1896.**

The taking of Adigrat, which preceded the fall of Adowa, was described as follows in an official Italian communiqué: "During the day of October 4 our troops, with increased dash and enthusiasm, made progress towards their objectives. The First National Army Corps and the Native Army Corps reached, with their advanced guards, Adigrat and Entisio respectively, where the populations, displaying white flags, placed themselves under the protection of Italy." A later communiqué said: "Yesterday, October 5, our flag, which on May 18, 1896, was struck on the fort of Adigrat, was hoisted again over the ruins of this fort by

the staunch troops of the First National Army Corps, led by General Santini. The population and the clergy made an act of submission." Before its capture, the town had been bombed from the air—according to the Italians, with little damage to buildings. Adigrat, it may be added, is sentimentally, as well as strategically, important. Its name should be familiar to many. In 1868, it was one of Napier's bases before the storming of Magdala; and, as Signor Mussolini has recalled, it figured prominently in the disastrous Italian expedition which culminated in the tragic Battle of Adowa in 1896.



# BOOKS OF THE DAY.

WHATEVER the outcome of the alarms and excursions on the Geneva stage, one thing "stands like stone"—the need for unbroken Anglo-French friendship and co-operation as the core of stability in Europe. Apart from the efforts of statesmen towards its continuance, much can be done by the people themselves on both sides of the Channel; in fact, their support is essential, seeing that democratic statesmanship so largely depends on public opinion. Obviously, their first step should be to read and speak each other's language, and the next to study each other's habits and mentality through travel and social intercourse. In this matter, books of a revealing and conciliatory type can also render invaluable aid. An outstanding example, which has only now reached me for review, is "THE FRENCH AND OURSELVES." By Comte Serge Fleury (Bell; 6s.). The title of the book, in which a French author refers to the British people as "ourselves," coupled with his excellent command of English, indicates his complete sympathy and the friendliness of his criticism. Lord Tyrrell, formerly British Ambassador in Paris, contributes a prefatory word of warm commendation.

Many "books of the day" are actually ephemeral, and soon become "back numbers," but some there be that never outlive their utility. At a time when the interests of France and England are bringing the two countries closer together than they have been for twenty years, it is well worth while recalling this volume of essays by a distinguished Frenchman, published some little time ago, in which is contrasted the attitude of the two races towards life in general. Comte Fleury is a shrewd observer of significant characteristics, but fortunately (for his own countrymen no less than ourselves) his wit is tempered by a cultured outlook and a kindly disposition. If seeing "ourselves as others see us" could always be as painless a process as Comte Fleury makes it, international misunderstandings based on ignorance would soon be in a fair way towards permanent eclipse. His tone, as he himself points out, is not censorious. "It is by no means my purpose," he writes, "to dispense home truths to any one. Home truths are so rarely a faithful image of the truth. It is merely that in the course of my wanderings I have run up against so many misconceptions as between the nations, such constant misinterpretation of each other's aims . . . that I deemed it time well spent should I succeed in amending that state of mind."

The Comte divides his book into two parts, headed respectively A Frenchman Looks at England, and Mainly About France, but comparisons between the two nations are incidental throughout. In the first part he discusses, among other things, religion, snobbery, pageantry, hospitality, table manners (or, rather, customs), emotion and its suppression, sport, and money matters. He compares British and French home life and humour and offers a hearty tribute to our Royal Family. While touching gently on some of our national foibles, he is generous with praise, as in his high appreciation of English friendship. In the second part he defends his compatriots from some unjust accusations, and dwells especially on the charm of French country life and the solid virtues of the peasantry, of which he has special knowledge from having commanded a unit composed of peasants during the Great War. There are interesting chapters, too, on French society and clubs (compared with the British type), the new poor and the new rich, the ethics of politeness, and conditions among writers and journalists, artisans and workmen. From a moderate knowledge of French life and character, gathered on many a holiday jaunt, I can testify to the value and interest of the Comte's book for British readers, both those who have already visited France, and those who have yet to enjoy that pleasant experience.

Comte Fleury's picture of present-day British life is paralleled by a historical study of our islands at an earlier period, as observed by visitors not only from France, but also from Germany, Italy, and Spain. Much delving in bygone travel literature (cited in a bibliography running

to eight or nine pages), and judicious selection from this material, have produced a compact and interesting volume called "AS THE FOREIGNER SAW US." By Malcolm Letts, F.S.A. Illustrated (Methuen; 8s. 6d.). The illustrations, from various old prints and engravings, are as well chosen as the letterpress. Explaining his scope and purpose, Mr. Letts writes: "This book attempts a survey of a number of foreign impressions of England and Scotland from about 1500 to the introduction of steam transport, about 1830. . . . My travellers are all genuine foreign visitors with two exceptions, John Macky and Espriella. Macky had lived much abroad and was able to write . . .

from a stranger's point of view. Espriella's letters are by Southey, but they are so shrewd and amusing, and are now so little known, that my readers would have lost some delightful glimpses of English character and foibles if I had omitted them."

I find one little point of contact between this book and its predecessor in certain allusions to the British Sunday. According to Comte Fleury, the Continental Sunday has now become almost as gloomy as our own. (His chapter on this subject is as entertaining as its theme is depressing.) Now compare what Mr. Letts has to say about it on the authority of a seventeenth-century Frenchman, Jorevin de Rochfort, who visited Britain in 1672. "Sunday observance is a great affliction for foreigners. Nothing could be bought or sold on Sundays, and even the carrying of water to the houses was prohibited. 'Nor can anyone,' says

stages of their history, past and present. Taking them chronologically, the first is a picturesque and dramatic new biography of the recently canonised Maid of France, entitled "JOAN OF ARC." By Milton Waldman, author of "Elizabeth," "Sir Walter Raleigh," etc. With illustrations and Maps (Longmans, Green; 12s. 6d.). The author's object, I take it, has been to discover the real human woman concealed beneath the legend. After referring to her previous biographers, and to the attitude towards her of Anatole France, Andrew Lang, and Bernard Shaw, he goes on to say: "There is an irresistible fascination in turning over the records of the famous dead and trying to recover the sense of their warm being in the time that was their vivid present and is our dim past." To-day it is interesting to find the name Laval cropping up on the fifteenth-century French political stage in the persons of two brothers, Guy and André de Laval, who were related to all the greatest families of Brittany, and whose grandmother was the widow of Du Guesclin. Is M. Pierre Laval a scion of this ancient house? This book, with its pulsating human interest, and the forthcoming new film on St. Joan's career (recently illustrated in our pages) should react on each other to revive the memory of an immortal heroine.

In the next book on my list a great French essayist of the sixteenth century writes: "My people were formerly called Eyquem, a name still borne by a well-known family in England"; and his latest interpreter (for English readers) says: "Pierre Eyquem, 'squire and lord of Montaigne,' acquired the privileges due to his title, by taking up arms under Francis I. . . . Altogether the Eyquems, like France itself ever since the victories of Joan of Arc, followed an ascendant star." This by way of introduction to "THE AUTOBIOGRAPHY OF MICHEL DE MONTAIGNE." Comprising the Life of the Wisest Man of his Times: his Childhood, Youth and Prime; his Adventures in Love and Marriage, at Court, and in Office, War, Revolution and Plague; his Travels at Home and Abroad; his Habits, Tastes, Whims and Opinions. Composed, Prefaced, and Translated from the Essays, Letters, Travel Diary, Family Journal, etc., Withholding No Signal or Curious Detail. By Marvin Lowenthal. With Frontispiece Portrait (Routledge; 10s. 6d.). Mr. Lowenthal's task, as indicated in his sub-title, has been to rearrange and piece together hundreds of passages scattered about Montaigne's own works, and the result, a kind of literary mosaic, makes excellent reading.

As far as I know, it represents a new form, or, at least, a new method, in biographical writing. I cannot recall any other instance of an essayist and diarist being thus transmogrified into an autobiographer out of his own mouth. Montaigne's personal outlook, of course, lent itself well to such a metamorphosis. It is a pity that no material exists to apply the same process to Shakespeare.

To supplement the "autobiography," M. Lowenthal supplies an introductory memoir in which he declares that Montaigne "has as much to say to the world to-day as anyone above or below ground." In a passage describing his attitude to war and religious strife, for example, we read: "He finally came to see that nothing could save society but the willingness of men to live and let live. . . . We can build a world more to our liking, without murdering men in the task." These principles are certainly not overworked nowadays. Certain modern Dictators would be none the worse for studying this genial and tolerant (and far from prudish) French philosopher.

In conclusion, I must mention briefly two other books concerning strongly contrasted Gallic activities in the twentieth century. The romance of Secret Service work in war time is represented by an autobiography of a character far other than that of Montaigne, namely, "I SPIED FOR FRANCE." By

Marthe Richer. Translated from the French by Gerald Griffin. With eight illustrations (John Long; 15s.). Mlle. Richer was luckier, or cleverer, than some of her colleagues in the dangerous game she played with such success, for she has survived to become a Chevalier of the Legion of Honour.

Passing once more to a very different milieu, we have a record of a famous group of French players, familiar to London since 1931, briefly but stimulatingly recorded in a paper-covered brochure, "THE DRAMATIC ART OF LA COMPAGNIE DES QUINZE." By Phyllis Aykroyd (Eric Partridge; 2s. 6d.). One of their plays, "Noé," has had much success here in its English version, "Noah." The subject is not without its appeal, I imagine, to a generation whose political motto appears to be *Après nous le Déluge!* C. E. B.



TRAVEL IN WESTERN ABYSSINIA: A TYPICAL ROAD IN THE GALLA COUNTRY; WITH EACH MAN CARRYING A RIFLE OR A STICK AND DONKEYS BEARING PRODUCE.

This photograph, taken recently in the western Galla country, gives an excellent idea of how travel and commerce are carried on in Abyssinia. Armed men accompany a caravan of donkeys along a typical road, the beasts laden with coffee, skins, salt, and other produce.



HOW WATER IS CARRIED IN WESTERN ABYSSINIA: A CANVAS WATERPROOF BAG, WITH SPOUTS AT THE BOTTOM, SLUNG ON EITHER SIDE OF THE DONKEY.

In Abyssinian country districts it often happens that water must be fetched from a long distance for the European and be boiled before drinking. This photograph, which was taken near Nego, shows how it is carried. The water is poured into the bag at each side through slits at the top.

Jorevin de Rochfort, 'play at bowls or any other game, or even touch a musical instrument or sing aloud in his own house without incurring the penalty of a fine.' Later, Mr. Letts tells us of some French visitors to Scotland in 1821. "Charles Nodier," we read, "arrived in Edinburgh with three companions on a Sunday. Every house was closed, every shop impenetrable, and all the world was at prayers." I found it much the same, by the way, in 1934. A long Sunday walk round Holyroodhouse and some way up Arthur's Seat had given me a powerful thirst, but no remedy was obtainable, even in the railway refreshment-rooms, which, like everything else, were closed. Sabbath restrictions, however, did not damp M. Nodier's enthusiasm for the charms of Scotland, any more than they did mine.

Several other attractive books will help us to understand better our nearest Continental neighbours at various



## IN ERITREA, THE STARTING-POINT OF ITALY'S ATTACKS ON ABYSSINIA:

AN AIR BASE WITHIN RANGE OF ADOWA; AND LIFE AT ASMARA.



AN IMPORTANT BASE FOR ITALIAN AIR OPERATIONS AGAINST ABYSSINIA: THE AERODROME ON THE HAMASIEN PLATEAU, IN ERITREA, NAMED (AS THE SIGNBOARD SHOWS) AFTER THE LATE COLONEL UMBERTO MADDALENA.

IT was, of course, from Eritrea that the Italians launched their successful attacks on Adigrat and Adowa, and from it also the Mount Mussa Ali operations began. Life in a section of it is depicted on this page and on the three following pages. As to the present-day conditions, it is interesting to note that soon after "zero" hour in the war which Italy is pleased to call no more than "Colonial operations," General Emilio de Bono, Commander-in-Chief of the Italian

[Continued below.]



ITALIAN AIR COMMUNICATIONS IN ERITREA: A WIRELESS STATION ON THE HIGH PLAINS OF HAMASIEN, NEAR ASMARA, WITH ONE OF THE NATIVES TRAINED AS OPERATORS.



A TYPICAL STREET SCENE IN ASMARA, CAPITAL OF ERITREA, THE ITALIAN COLONY NORTH-EAST OF ABYSSINIA: A BUSY TOWN WHERE STONE HOUSES HAVE REPLACED NATIVE HUTS, THUS ENABLING EUROPEANS AND ERITREANS TO LIVE IN THE SAME QUARTER, AND AIDING THE SPREAD OF ITALIAN SPEECH AND CUSTOMS.

[Continued.]

forces in East Africa and High Commissioner for Eritrea and Italian Somaliland, issued to the natives a proclamation in which, accusing the Abyssinian Government of bad faith and hostile intent, he said: "To defend ourselves from all injury, to assure the tranquillity of our families against these aggressors, soldiers of Italy and strong Blackshirts have come of their own will to our side, and many other soldiers too will come. Already in the past, here in Eritrea, in Libya, and in

Somaliland, you have mingled your blood with that of the sons of Italy in many combats. Be therefore, you also, our sons, because we must defend you, and we shall defend you. In order that your lands may not be damaged by the war and to bear help to many in Tigré, I have ordered the troops to cross the Mareb river. You, peasants and merchants, continue tranquilly at your labours. . . . Woe to him who spreads false news and disturbs the public order."

PHOTOGRAPHS BY HARALD P. LECHENBERG.



## LIFE IN THE ITALIAN COLONY ABYSSINIA: ERITREA AND

PHOTOGRAPHS BY



IN AN ITALIAN LAW COURT IN ERITREA, WITH AN INSCRIPTION—"THE LAWS ARE EQUAL FOR ALL"—PLACED BENEATH A PORTRAIT OF KING VICTOR: THE JUDGE AND A NATIVE POLICEMAN.

## WHENCE ITALY ADVANCED INTO ITS CAPITAL, ASMARA.

HAROLD P. LECHENBERG.



IN THE HOSPITAL AT ASMARA, WHOSE SURGEONS TREAT SOME 700 NATIVES A DAY, AND MANY NATIVE GIRLS ARE TRAINED IN NURSING: AN ERITREAN WOMAN ENTRUSTS HER SICK BABY TO AN ITALIAN NURSE.



MUSSOLINI STREET, ASMARA, BEING PAVED AND WIDENED: NATIVE LABOURERS AT WORK ON ROAD IMPROVEMENTS IN THE CAPITAL OF ERITREA—SHOWING ITS LARGEST CHURCH WITH A TALL BELL-TOWER.

His impressions of Italian principles of colonisation, as applied to Eritrea, are described by Mr. Harold P. Lechenberg in an interesting article in the September number of "The National Geographic Magazine," accompanied by these and other photographs. "Italy's problem," he writes, "was to build up this many-sided territory into a unified colony. The Italians originated, therefore, a system of their own. . . . On Main Street (in Asmara) is a magnificent building bearing the inscription 'Casa del Fascio' ('House of the Fascist')."

(Continued on right)



TWO ITALIAN BROTHERS IN THEIR SHOP AT ASMARA, POLITELY SELLING CIGARETTES TO NATIVE CUSTOMERS: AN INCIDENT WHICH IS CITED AS TYPICAL EVIDENCE OF ITALY'S DISREGARD OF COLOUR PREJUDICE IN HER COLONIES.

Continued.] soldiers called Askari, under the command of Italian officers. The Eritrean regiments give the appearance of being excellent fighters. In early youth, from six to eight years, the sons of the white citizens of Eritrea are taken into the Balilla, the Fascist youth movement, there to be prepared for later military service in Italy. Here in

Africa, on Saturdays and Sundays, one can see 'Black-Shirts,' varying in years, marching in formation into the country to hold military exercises. Nor do black boys remain undrilled. Many native youngsters have been taken into the Balilla. Besides this, in all large schools . . . the fundamentals of military discipline are



LINE ATHLETIC GLOBS IN EUROPE, ERITREAN BOYS DEF. FROM ASMARA SCHOOLS DRILLED BY THEIR ITALIAN GIRLS IN CHARGE OF NUNS



FORM CALISTHENICS TO BAND MUSIC: NATIVE PUPILS TEACHER (IN PULPIT ON LEFT) WITH CONVENT SCHOOL AMONG THE SPECTATORS.

taught. . . . In all things the Administration tries to give the natives utmost freedom. There is, for instance, hardly any police supervision in out-of-the-way places. . . . All civilian occurrences, disputes, divorces, and so on, are adjudged by native judges in their own law courts. . . . Close contact explains the rapid diffusion of the Italian



BEARING THE NAME OF THE DUCE'S LATE BROTHER, SIGNOR ARNALDO MUSSOLINI, AND (BENEATH IT) THE FASCIST EMBLEM OUTLINED WITH ELECTRIC-LIGHT BULBS: THE "HOUSE OF THE FASCIST" AT ASMARA.

Continued.] Houses with similar inscriptions are found in all large Eritrean localities. These houses are the headquarters of leaders and meeting-places for local Fascist groups. The Fascist movement plays no less a part here than it does in Italy. First of all, it is a bond holding the white population together; it establishes among civilians a militaristic group, a sort of national guard in this colony. Until the outbreak of Italian-Ethiopian hostilities there were no white soldiers in Eritrea. All troops doing regular duty here were made up of native

(Continued below on left)



ERITREAN LABOURERS MIXING CEMENT WITH FEVERISH HASTE: A TYPICAL EXAMPLE OF RAPID CONSTRUCTION WORK ON AERODROMES, HANGARS, AND SO ON, IN CONNECTION WITH THE ITALIAN OPERATIONS AGAINST ABYSSINIA—(IN BACKGROUND) THE SKELETON STEEL FRAME OF SOME NEW BUILDING.

language among the natives. The Italian craftsman—a bricklayer, for instance—who works on a structure, brings to his native helpers not only a foreign language but also the art and science of his craft. . . . Here in Eritrea remnants of one of the world's oldest continuous cultures unite with that brought in by the Italian conquerors."



IN THE ITALIAN COLONY WHENCE ITALY  
BEGAN HER ATTACKS ON ABYSSINIA:  
SCENES IN ERITREA; INCLUDING THE GREAT MASSAWA SALT-WORKS.

STRADA MILITARE  
DIVIETO DI TRANSITO



"MILITARY ROAD. TRESPASSING FORBIDDEN": A SIGN OF THE TIMES ON ONE OF THE NEW HIGHWAYS CONSTRUCTED BY THE ITALIANS IN ERITREA, ON THE WAY TO THE ABYSSINIAN BORDER.



ILLUSTRATING THE IMPORTANCE OF WEATHER TO MILITARY MOVEMENTS IN ERITREA: SMALL DRY STREAM-BEDS THAT BECOME SWOLLEN TORRENTS AFTER HEAVY RAINS—WITH AN ACACIA TREE CONTAINING WEAVER-BIRD NESTS.



IN ERITREA "THE SMALL FARMERS WORK JUST AS THEY DO IN ITALY": AN ITALIAN FARMER PICKING APPLES ON HIS RANCH.



YOUNG ERITREAN BOYS TAKE THE OATH TO BECOME LOYAL BALILLAS, IN THE PRESENCE OF ITALIAN COMRADES: FASCISM APPLIED TO THE YOUNGER GENERATION OF NATIVES.



CHURCH "BELLS" OF STONE IN ERITREA: ANVIL-SHAPED ROCKS SUSPENDED ON A POLE BETWEEN TWO TREES NEAR A CHURCH DOOR.



PART OF MASSAWA'S VAST SALT-WORKS, WHOSE PRODUCT IS EXPORTED TO JAPAN: SALT WATER ENTERING A CANAL TO FLOW THENCE INTO VAST EVAPORATING-PANS, OR BASINS, FORMED BY DIKES; (IN BACKGROUND) MOUNDS OF NEW-MADE SALT.



SHOVELLING SALT FORMED BY EVAPORATION IN THE SUN'S INTENSE HEAT: ERITREAN LABOURERS IN THE SALT-WORKS AT MASSAWA—ONE (ON LEFT) ENJOYING A CUP OF FRESH WATER, WHICH IS BROUGHT IN BARRELS.

Regarding the two photographs at the foot of this page, further details may be given from Mr. Lechenberg's article cited on the preceding pages. "Behind Massawa's harbour entrance," he writes, "stretches a broad lagoon. Here are the largest salt-works I have seen on my travels round the Red Sea. In wide, flat basins connected by canals with the Red Sea, salt water evaporates perhaps more quickly than anywhere else in the world. In the salt-pans of Massawa,

I was told, the African sun evaporates in a single day almost 2,000,000 gallons of water. To this terrific heat Massawa owes an important part of its income—from the export of salt. From the evaporating pans native workers scrape the salt into cone-shaped piles. . . . The buyer comes, unexpectedly enough, from Japan. . . . Much of Japan's raw salt needs are met by Eritrea. To get this African salt, Japan sends specially-built freight steamers to the Red Sea."



# THE NAVY OF FASCIST ITALY : SPEEDY BUILDING TO INCREASE ITS POWER.

PHOTOGRAPH BY ANITA GAROFALO.



AN ADDITION TO ITALY'S WARSHIPS : A LIGHT CRUISER COMPLETING UNDER WHAT HAS BEEN CALLED THE STEADY RHYTHM INSPIRING THE MYRIAD ACTIVITIES OF REINVIGORATED ITALIAN LIFE.

In the famous Italian paper "L'Illustrazione Italiana," by arrangement with which our reproduction is made, this photographic study appeared with an uninformative description which may be translated as follows: "The new ships destined to increase the power of our glorious Navy come into being with the speedy, yet steady, rhythm which inspirits the myriad activities of our national life, reinvigorated by Fascism." It may be assumed, however, that the vessel shown is a light cruiser of the later "Condottieri" class, akin to the "Emanuele

Filiberto Duca d'Aosta," which is now completing. As to the myriad activities of the moment, Signor Mussolini said in his "National Mobilisation" speech: "For many months the wheel of Destiny, under the impulse of our calm determination, has been making towards the goal. In these last hours the rhythm has become more speedy and cannot now be arrested." Exercises of the Italian Submarine Fleet, the Light Cruiser Squadron, and the Naval Air Arm were held between Sicily and the African coast last month.



# THE WORLD OF SCIENCE.

## THE "PORTCULLIS" OF THE SNAIL.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

IN exploring the river bottom on the Thames at Chertsey the other day, partly in the hope of learning something of the character of its vegetation in relation to the food of swans, we brought up several specimens of that most interesting water-snail, *Paludina* (or *Vivipara*) *vivipara*. I had taken it before in Norfolk, but did not know that it was to be found also in the Thames. This is our only fresh-water mollusc which bears the cover-plate, or "operculum," which completely closes the shell when the animal withdraws into its shelter. And in some of these specimens the concentric rings which mark the surface of this plate were, it seemed to me, unusually clearly marked. My interest thus roused, I turned next day to a few examples of this covering-plate taken from various types of marine molluscs; and from this survey I proceeded to hunt up all the information I could get about this singular structure. My search proved extremely interesting, though it still leaves me unsatisfied, for there seems to be no explanation as to the cause or causes which brought this cover-plate into being.

One seems justified in assuming that the evolution of univalve shells was accompanied by this "covering-plate," which was calcareous. Such, at any rate, was its condition in the early types of Ammonites, which lived millions of years ago. But though in many of the later molluscan types it degenerated into a horny plate, we still find both these kinds surviving in the molluscs of to-day. Here, however, it is to be found only in some species when adult, and in many it exists only as a mere vestige. Now it is important to note that in many species lacking this plate when adult, it is still to be found, in various degrees of perfection, in the embryo. It is a common feature, indeed, in the study of embryonic development, to find structures destined to disappear as the development of the body proceeds to its final stages. In whale-bone whales, for example, teeth are present in the lower jaws, but they are absorbed at, or soon after, birth. These embryonic teeth represent the last stage of senescence. They gradually declined in viability from lack of use. And what is true here is no less true in the case of the covering-plate attached to the back of the foot in these univalve molluscs.

But what stimuli gave rise to its first appearance? What use or "purpose" does it serve now? Here seems to be another instance which cannot be explained by "Natural Selection." For *Vivipara* (or *Paludina*, as some prefer to call it) has a horny operculum which completely fits the aperture of the shell, while other species of fresh-water snail, sharing the same dyke—where I have found it in Norfolk—or stream, have entirely lost it, as in *Limnea* and *Planorbis*, for example. It cannot be that one has survived in the "struggle for existence" because it has an operculum, whilst the others owe their survival to the fact that they have lost it!

Be it noted that *Vivipara* dates back, in geological time, so long ago as the Jurassic epoch. Its shells, in myriads, make up the greater part of the Petworth or Sussex marble, polished slabs of which are to be seen in the columns of Canterbury, Chichester, and Salisbury Cathedrals, as well as Westminster Abbey. Even at this remote period the operculum was horny, as it is to-day. Though *Limnea* cannot boast the hoary antiquity of *Vivipara*, it can still be traced back to the Oligocene. A very near relation, *Limnea longiscata*, lived at this time in such vast swarms that its dead shells formed limestone. A slab of this, almost entirely composed

of these shells, is to be seen in the British Museum of Natural History. It had no operculum. But why did this particular species become extinct, while *L. stagnalis* has survived till the present day? Whatever the answer to this question may be, here are two of our common fresh-water shells, with a descent dating back for some millions of

family dates back to the Cretaceous epoch. But the whelk of our seas to-day can be traced back no further than the Red Crag; that is to say, to the Pliocene age. Yet it had then, as now, a horny operculum. In *Volutharpa*, however, the study of a large series disclosed the fact that no more than 15 per cent. had opercula. What is the cause of this variation in this species, a sub-genus of the genus *Buccinum*?

Finally something must be said of the surprising differences which this curious covering-plate presents when all the known forms are examined—calcareous, cartilaginous, and horny. In *Vivipara*, as I have said, it is horny, completely closing the aperture, and, as will be seen in Fig. 1, its upper surface is marked by concentric rings, formed round a small, shallow pit. These rings have been derived from an original spiral arrangement.

The spiral type of operculum is seen in that of the marine *Turbo marmoratus*. This is calcareous and of great size, measuring 3 in. long and 2½ in. across. The spiral marks the upper surface. The under-surface forms a great "bun-shaped" plate, with an egg-shell gloss. This, nearly 1 in. thick, is embedded in the back of the foot. Why so massive a stopper has come into being no one has been able to discover, neither is any explanation forthcoming for the striking differences in form which distinguish the operculum of the genus *Turbo*.

For example, in *T. sarmaticus* the surface is densely covered by large, irregular, stony papillae; in *T. cornutus* there is a shallow "crater" surrounded by a rounded area bearing small papillae. In *T. tortuosus* there is a return to the spiral, but here it is formed of large, thick ridges, giving an "ear-shape" to the whole surface; while in *Pomaulax*, a near relation of *Turbo*, it is marked by four great longitudinal ridges, three of which are roughened by papillae. Now the genus *Turbo* dates back to the Red Marls of the Permian; that is to say, from nearly the oldest fossiliferous rocks, several hundred millions of years ago. But I am unable to discover, at the moment, what forms the opercula presented in these remote ancestors.

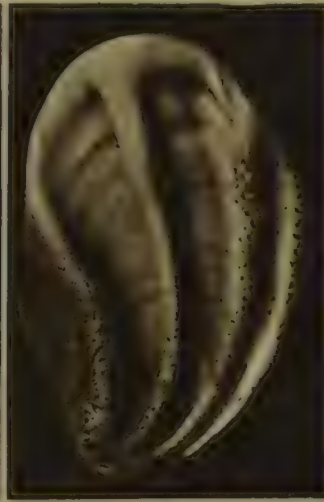
So far as one can see, these various types of ornamentation are merely "ornaments," for it does not seem likely

that they could have arisen in response to the stimuli of "use." This much, however, is true of most "ornamentation" found in Nature. Indeed, wherever it is to be found, we are always faced with the problem as to why it is there. In like manner we might ask why it is that *Vivipara* and *Limnea* have spiral shells, while that of *Planorbis*, living in the same stream, is coiled on itself like a watch-spring; or why it is that some of the molluscan tribe apparently compensate for the absence of a covering-plate by closing the mouth of the shell not merely in regard to its size, but by the development of "teeth," so reducing the exit as to make it seem almost incredible that the animal could thrust out its head and foot when hunger compels emergence. And again, we may ask: why it is that some molluscs have lost the shell completely, as in the case of the "sea-slugs," while in some, as in the slugs, the last remaining vestiges are to be found embedded under the skin. Here, probably, as in all distinctive characters of living bodies, we must regard differences of form as so many instances of different modes of response to similar external stimuli. For no two animals are alike in the qualities of their tissues; hence it comes about that they react differently.



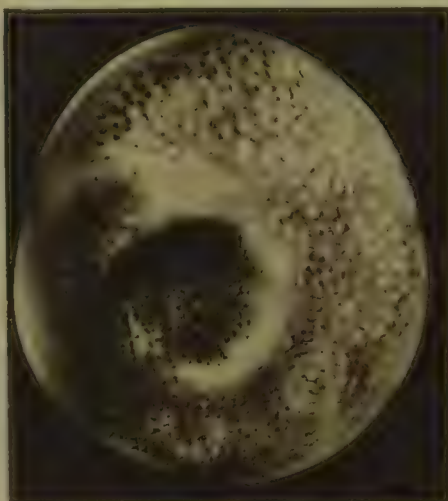
1. A VIVIPAROUS POND-SNAIL WITH THE MOUTH OF ITS SHELL (LEFT) CLOSED BY A COVER-PLATE, OR OPERCULUM: THE ONLY FRESH-WATER MOLLUSC FOUND IN THE BRITISH ISLES WITH THIS FEATURE; THOUGH IT IS COMMON TO MANY TYPES OF SHELL-FISH.

The viviparous pond-snail lives in the mud at the bottom of rivers and feeds on decaying vegetable-matter. The eggs hatch within the body of the parent, and the young emerge with cirrlets of hair round the shell, which soon fall off.



2. THE COVER-PLATES, OR OPERCULA, OF SOME OTHER SHELL-FISH—FOR COMPARISON WITH THAT OF THE POND-SNAIL, SEEN IN FIG. 1: THE STONY OPERCULUM OF *TURBO TORQUATUS* (LEFT); THE MASSIVE, SPIRALLY COILED OPERCULUM OF *TURBO MARMORATUS*, WHICH MAY MEASURE 3 IN. ACROSS (CENTRE); AND THE OPERCULUM OF *POMAULEX*, MARKED BY FOUR LONGITUDINAL RIDGES, THREE OF WHICH ARE ROUGHENED BY PAPILLAE.

*Turbo marmoratus* is a gastropod living in the Indian Ocean, with a shell of great size and thickness, resembling that of an enormous whelk. In spite of their signal differences, all the three species represented in these illustrations are closely related.



3. TWO MORE STRIKING EXAMPLES OF THE DIFFERENCES DISPLAYED IN THE COVER-PLATES, OR OPERCULA, OF SHELL-FISH OF THE GENUS *TURBO*: THE COVER-PLATES OF *TURBO CORNUTUS* (LEFT); AND OF *TURBO SARMATICUS*, WHICH IS COVERED BY LARGE, IRREGULAR, STONY PAPILLAE.

years, one with an operculum and one without! There is one species which requires further study in this regard. This is *Volutharpa ampullacea*, a species of whelk. The whelk



# FRANCE'S MOST MODERN FIGHTING SHIPS: THE NUCLEUS OF HER NEW NAVY.

DRAWN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS" BY OSCAR PARKES, O.B.E., M.B., CH.B., FORMERLY EDITOR OF "JANE'S FIGHTING SHIPS."



THE BATTLESHIP "DUNKERQUE," BUILT IN TWO PARTS AND FLOATED OUT AT BREST ON OCTOBER 2: AN ADAPTATION, IN SOME RESPECTS, OF THE BRITISH "NELSON"; WITH A DISPLACEMENT OF 26,500 TONS.



THE CRUISER "GLOIRE," LAUNCHED AT BORDEAUX ON SEPTEMBER 28: THE FOURTH OF SIX LAID DOWN UNDER THE 1932 PROGRAMME; BUILT AS A REPLY TO THE GERMAN "KÖNIGSBERG," WITH A DISPLACEMENT OF 7729 TONS.



ONE OF THE GROUP OF LARGE NEW FRENCH DESTROYERS—WHICH WOULD RANK AS CRUISERS IN OUR NAVY—OF WHICH "LE TRIOMPHANT" HAS STEAMED AT OVER 40 KNOTS: A VESSEL OF 2870 TONS.

During the past ten years France has been slowly and methodically replacing her war-time fleet with modern vessels. These three illustrations show the latest types of battleship, cruiser, and destroyer which are being added to her strength afloat. The "Dunkerque" and her sister "Strasbourg" (still building) are adaptations of our "Nelson," inasmuch as they will carry all their big guns forward—but in quadruple, instead of triple, turrets. Each turret has two pairs of guns, worked as separate units, one on either side of an armoured bulkhead. The anti-aircraft guns are of 5.2 in. and are placed in two pairs forward and three quadruples aft. Two later battleships of the "France" class, one to be laid down at once and the other early in 1937, will be of 35,000 tons—8500 tons bigger than the "Dunkerque." In addition to her Treaty cruisers, France has

built a series of six which are armoured editions of our "Leander," carrying nine 6-in. guns and steaming at about 31 knots. The fourth of them, the "Gloire," of 7729 tons, was launched at Bordeaux on September 28. She carries her 6-in. guns in triple turrets, two forward and one aft. The last group of the big French destroyers of 2870 tons—more than twice as large as our destroyers—is now being completed. In our Navy they would rank as cruisers, being over 2000 tons. There are to be thirty-two of these vessels carrying a cruiser armament of five 5.5-in. guns and capable, in the later units, of speeds up to forty knots. They will be followed by the construction of true light cruisers of over 3000 tons—an interesting example of development in which one type has outgrown its functions and becomes the prototype of a small cruiser reappearing after forty years.



# WHAT WAS KNOWN OF ABYSSINIA IN THE SEVENTEENTH CENTURY:

A DETAILED ACCOUNT IN A GEOGRAPHY OF 1670.

By GRAHAM MITCHELL.

WHEN Benedick, in "Much Ado About Nothing," says "I will bring you the length of Prester John's foot," he is voicing Shakespeare's conception of one of the most fantastic and extravagant tasks imaginable. Prester John means the Emperor of Abyssinia: in Shakespeare's time it was used as a general term for the ruler of that land, much as Pharaoh means the King of Egypt. And although the exact length of Prester John's foot might quite well be telegraphed to England to-day by any of the numerous Special Correspondents in Addis Ababa, it is only in comparatively recent years that the information would not have been a very rare titbit of news. For, ancient as its history is, Abyssinia has through the ages been an isolated land.

Its isolation has naturally worked both ways. Abyssinia has been described as a country with one foot in the League of Nations and the other in the Middle Ages; and it is doubtless true that most of the manners and customs of its people are of immemorial antiquity. For that reason one might hope to find that the descriptions given by such early travellers as did visit Abyssinia might in some respects tally with things as they are there to-day. With some travellers that is too much to hope—notably, with that engaging liar, the fourteenth-century Sir John Maundeville, if, indeed, he ever went near Abyssinia, which is doubtful. Claiming to have visited the country in person, he wrote: "On the other side of Calde toward the south side is Ethiope a great lande. In this lande on the south are the folke right blacke. . . . Men of that lande are lightly dronken and have little appetite to meate, and they have commonly the flixe of body and they live not long. In Ethiope are such men that have but one foote, and they go so fast that it is a great marvaill, and that is a large fote that the shadow thereof covereth the body from son or rayne when they lye upon their backs, and when their children be first borne they looke like russet, and when they waxe olde then they be all blacke. In Ethiope is the lande of Saba, of the which one of the three kings that sought our Lorde at Bethleem was king." (I quote from the edition in Everyman's Library.) "Flixe," be it noted, means dysentery, and his statement that the natives are liable to it is perhaps the only true one in Maundeville's account.

Almost the only Europeans who are known to have visited the country before the end of the eighteenth century were Portuguese missionaries. They began with Pedro da Covilham at the end of the fifteenth century, and continued for nearly a hundred and fifty years. During all this time, until the Portuguese were expelled in 1633, their influence in Abyssinia was strong; but it must be remembered that they were not ordinary travellers, and that the men who came there usually remained in the country, not always willingly, until their death. So it was that Europe as a whole learnt little of Abyssinia from the Portuguese, and after their departure there was practically no penetration till the Englishman, James Bruce, went there in 1769.

It is all the more surprising to find that in 1670 an Atlas of Africa was published in England professing a very fair working knowledge of Abyssinia—as of the rest of Africa—from the geographical, the zoological,

and the cultural points of view. The Atlas is a monumental tome of close on eight hundred pages, packed with matter, profusely adorned with maps which, when due allowance has been made for the almost total ignorance of the interior, by no means owe all their details to guesswork, and full of entertaining descriptions of the manners and customs of a number of tribes. The author was John Ogilby, who describes himself as Master of his Majesty's Revels in the Kingdom of Ireland. He writes in admirable prose, and on the whole shows a degree of caution in accepting travellers' tales unusual in the seventeenth century. He cites his authorities for the various districts dealt with, and it is interesting to see that out of five

and the cultural points of view. The Atlas is a monumental tome of close on eight hundred pages, packed with matter, profusely adorned with maps which, when due allowance has been made for the almost total

it to surpass the Nile in Plenty of Water: onely it reacheth nothing near so far; for it hath not, as the Nile and other Rivers, its Out-Let into the Sea, but is trencht away by the Husbandmen of Adel into many Brooks and Rivulets, for the watering of their Grounds, because it seldom raineth in that Countrey."

After geography comes an account of the climate. The air is said to have "a most healthful temperature, being sweetly cooled and refreshed by gentle and fresh Briezes; but in the lower and Southerly Places, by the scorching heat of the Sun, it grows more malignant." This accurate description is followed by a discussion of the soil, flora and fauna. "Their Beasts of Game are Wild Boars, Elephants, Buffles, Lions, Leopards, Tygres, Rhinocerots, and Giraffi of an extraordinary bigness; Deer, Civet-cats, Wild Goats, small Oxen and Cows, so wild and salvage, that they seem not tamable, having little Horns standing so loose upon the Skin, that they move them as their Ears; Wolves, Catamountains, Harts, Badgers, and very great Apes."

Elsewhere Ogilby describes in detail one of these apes—presumably a gorilla—which was brought to Europe. He is very impressed by its dexterity and says: "When it would Drink, it lift up the Cover of the Can with one Hand, and held the other under the bottom, and afterwards wiped the Wet from his Lips with a singular comeliness."

Several pages are devoted to a description of the Abyssinians themselves and of their manners and customs. The author is surprisingly well informed. If he trips over a few details, the general picture of the country that emerges bears a strong stamp of truth, and indeed approximates closely to conditions in Abyssinia to-day. He says: "The Abyssinians are all Black; yet more or less, according to their near or more remote distance to and from the Equinoctial Line; with black curl'd Hair, quick spirited, and lovers of Learning and Learned Men. The Employment of their mean People consists especially in Tilling the Ground, Keeping of Oxen, Cows, Goats, Horses, Mules, and Camels; and Greater Persons spend their time in the use of Arms. The Merchants are most Mahumetans, and inclin'd to the Hunting of Wild Beasts." Their diet, he says, is chiefly bread and meat, especially venison, often eaten raw. "None may drink Wine but those of the Royal Blood." The Government

he calls "absolutely Monarchical," and he describes the King's magnificent costume. "The Common People go close trimm'd, without Beards or Mustachioes, but the Priests go with shaven Heads and a long Beard. The usual Clothing of the Inferior Rank is Cotton; but the Rich go in Silk, brought them from India, Arabia, and Persia. . . . They have good Markets for Trade, wherein the chiefest Dealers are Priests, exchanging Corn or Salt, against Cattel, Fowl, and other Commodities: but the dearest Merchandises are Frankincense, Pepper, and Myrrhe, which they barter for Gold. Their Arms are Lances or Darts, and Back-swords. They use many Bowes and Arrows."

Here is an interesting piece of international politics: "The Earth hides within her Bowels rich Veins of Metals and Minerals; but partly out of carelessness, and partly out of fear lest the Turk knowing it, should out of his greediness of Riches invade them with greater Force, they do seldom dig for them."

And so on, through pages of minute description, embracing the history of Abyssinia, its religion, its justice, and a disquisition on the derivation of the name Prester John. Assuredly, King Charles II., to whom Ogilby dedicated his Geography, must have had almost as much information about Abyssinia, if not as accurate, as Signor Mussolini enjoys to-day.



ABYSSINIA AS IT WAS THOUGHT TO BE IN THE SEVENTEENTH CENTURY: PART OF A MAP OF CENTRAL AFRICA IN OGILBY'S GEOGRAPHY OF 1670; SHOWING THE UPPER WATERS OF THE NILE AND ITS SUPPOSED TRIBUTARIES.

authors given for Abyssinia, three at least are Portuguese Jesuits.

Ogilby begins with a general chapter on the continent of Africa as a whole, and in it takes the opportunity to express his disbelief in Maundeville's (originally Pliny's) story of the Sciapodes, "who are wondrous swift, hopping on one Leg, and lying down on their Backs, make their single Foot an Umbrel, so shading their Bodies from the heat of the Sun." The section devoted particularly to Abyssinia is called: "Upper-Ethiopia, or the Empire of Abyssine, otherwise call'd Prester-John's-Countrey." It begins with a long discussion of the boundaries of the country, and gives the opinion that Prester John's dominions are much smaller than is generally supposed. Among the hundreds of place-names mentioned, a few, such as Tigré, Amhara, Shoa, Gorgora, and Aksum, strike the reader as having significance to-day. The description continues with a geographical analysis of Abyssinia—its provinces, towns, mountains, rivers, and lakes. "The Empire of the Abyssinians may justly claim the advantage of divers good Rivers, especially the middlemost and principal Channel of the Nile, and other fertilising branches thereof." Of another river, which he calls Haoax (Hawash), Ogilby writes: "Godignus hath not feared to affirm



# THE DISASTER OF 1896 AVENGED: ADOWA CAPTURED BY ITALIAN TROOPS.

DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY CARL WERNITZ, RECENTLY IN ABYSSINIA.



THE CHURCH OF THE REDEEMER AT ADOWA, THE TOWN THAT FELL TO THE FORCES OF ITALY ON OCTOBER 6, WHEN AN ACT OF SUBMISSION WAS MADE AND THE SOUL OF THE ITALIANS WAS FILLED WITH A PRIDE WHICH CAUSED WILD REJOICING.

Italy avenged the disastrous Battle of Adowa, of 1896, by capturing Adowa on Sunday of this week. The official communiqué read: "This morning, October 6, at 10 o'clock, the troops of the Second National Army Corps resumed the advance and at 10.30 entered Adowa. The notables and the clergy and part of the population presented themselves to the commander and made an act of submission." Thus, prosaically, came the news that Italy had achieved, at least, one of her great ambitions, for Adowa means much to her sentimentally, although it is of very doubtful strategical importance. Rejoicings began at once in Rome

and elsewhere and Signor Mussolini sent a message to General de Bono, saying: "Announcement of conquest of Adowa filled with pride the soul of the Italians. To all the troops, present my praise and the gratitude of the nation." Meanwhile, the Abyssinians were declaring not only that Adowa had fallen without resistance, but that its defence was never part of their strategy; and a correspondent with the Italian army in Eritrea noted, under the date October 7, that opinion was that Ras Seyum, the Abyssinian leader, had become a greater menace than he was when in Adowa, for he had regained mobility, the greatest asset of his troops.



## THE DEFENCE OF HARRAR—A STRATEGIC POINT: ABYSSINIAN

THESE dramatic photographs, taken in the neighbourhood of Harrar, the centre of the Ethiopian Emperor's own province, show how the Abyssinians are preparing to defend that strategic point against the expected Italian advance through the Ogaden from Somaliland. In the early days of the war the strongest Italian effort was made in the extreme north of Abyssinia, against Tigre, and it soon brought about the capture of Adigrat and of Adowa; but the Abyssinians were convinced that more important attacks would before long be delivered from the east, by way of Massa Ali, or from the south, by way of the Ogaden, with the intention of cutting the Djibuti-Addis Ababa railway. For that reason they are said to have massed the main strength of their army in the neighbourhood of Harrar and Jijiga, where they are preparing to put up a desperate defence. The Italians' delay in making a really forceful advance from Somaliland may be due to the fact that the Ogaden desert has not yet dried up sufficiently to allow the movement of

(Continued opposite.)



ABYSSINIAN CAVALRY ON MANGUVRES IN THE NEIGHBOURHOOD OF HARRAR, THE CENTRE OF THE EMPEROR'S PROVINCE: WELL-ARMED AND WELL-MOUNTED TROOPS PREPARING TO COME INTO ACTION AGAINST AN EXPECTED ITALIAN ADVANCE FROM SOMALILAND.



HOW THE ABYSSINIANS HOPE TO DEFEND THEMSELVES AGAINST ITALIAN ATTACKS FROM THE AIR: AN ANTI-AIRCRAFT GUN USED IN TRAINING NEAR HARRAR—A WEAPON IN THE USE OF WHICH THE TROOPS HAVE BEEN RECEIVING INSTRUCTION FROM BELGIAN OFFICERS.

## TROOPS TRAINING FOR ACTION ON THE SOUTHERN FRONT.



A PARTY ADVANCING UNDER COVER OF TALL GRASS AND BUSHES IN BROKEN COUNTRY: AN INDICATION OF THE GUERRILLA TACTICS LIKELY TO BE ADOPTED BY THE ABYSSINIAN DEFENDERS OF HARRAR.



ABYSSINIAN TROOPS CARRYING PARTS OF AN ANTI-AIRCRAFT GUN AS THEY TAKE COVER WHILE RUNNING TO ASSEMBLE THE GUN: A PHOTOGRAPH SHOWING THE REALISTIC WAY IN WHICH THEIR TRAINING SIMULATES THE PROBABLE CONDITIONS OF ENGAGEMENT WITH THE ITALIANS.

(Continued.) large bodies of troops. After capturing Gerlogubi and Dolo and making air raids on the wireless post at Corahai, they suspended their advance on this front and were even rumoured to have retired a little. Writing in the "Evening News," Brig-General Nation pointed out the lack of water in this sphere and prophesied that the main Italian columns would attack in close connection with the Webbe Shibli and Juba Rivers, whose waters would be drinkable after filtering. Other commentators suggested the possibility of a thrust up the Fafan River towards Harrar, Jijiga, and Dire Dawa. (See the relief map by G. H. Davis on page 587.) The general defence plans of the Abyssinians appear to be based on the decision not to face the Italians in a pitched battle, but to harry them perpetually in a guerrilla warfare to which the character of the soldiers and their inferiority in arms pre-eminently fit them. These tactics may have less efficacy in the Ogaden deserts than in the gorge-riven uplands of Tigre.



# PEACE - MAKERS.

BEING AN APPRECIATION OF

"KNIGHTS ERRANT OF PAPUA": By LEWIS LETT.\*

(PUBLISHED BY BLACKWOOD.)

THE name "New Guinea" is almost a synonym for primitiveness both in men and nature. Here is a spirited, well-written book about this Heart of Darkness by one who, as a civilian, has had twenty-four years' experience of it. He tells a stirring tale; it is not only interesting in itself, but does honour to those who, with little reward to gain except the satisfaction of achievement, have performed prodigies to open up new country and to bring some measure of peace to a land distracted by relentless bloodshed and unappeasable fear.

Papua came as an unwelcome by-blow to the British Colonial Empire. England did not want her, and even repudiated her when Lieutenant Yule hoisted the British flag at Cape Possession in 1846. Only reluctantly did she proclaim a Protectorate in 1884 and establish a Territory in 1888. Not without relief did she hand over responsibility for Papua to Australia in 1906. For there is little scope here for any profitable "colonial expansion." All attempts to exploit commercially such resources as the country possesses have failed. "No man has yet won a competence from Papua's relentless hold, while many have lost health, substance, even life itself, in the struggle for the rich rewards which she flaunts tauntingly in their faces." The climate is, in the low-lying parts, fever-ridden, and the country is some of the worst in the world for the traveller. Not only must he surmount every kind of natural obstacle, but he must carry every necessity of life with him, for over huge tracts the land provides no subsistence of any kind, and even the natives have difficulty in maintaining themselves (principally on sago, bananas, and taro, with pig as a luxury).

The traveller must also be prepared at any moment to find himself among extremely primitive peoples, who may be—it is apparently quite impossible to foretell—irreconcilably hostile or unexpectedly friendly. The huge island contains an extraordinary ethnic medley. "It is amazing that the black-skinned, semitic-featured inhabitants of the Fly estuary should dwell on the same island as the light-coloured, small-boned people of the east; and that the big-framed, swaggering natives of the Gulf littoral are separated by only a few miles of country from the small, active tribes, frequently referred to as pygmies, who have dwelt from immemorial times in the mountainous heart of New Guinea." Some of the tribes in swampy regions live in conditions which can scarcely be called human. "Shut in by gloomy mangrove and nipa, their houses built on piles thrust deeply into the mud on the banks of turbid creeks infested by alligators, the only variety in their outlook is that between high-water, when practically all of the glutinous surface is submerged, and low-tide, when the retreating water shows still further expanses of slimy brown mud. Walking is almost unknown to them. Mangrove and nipa are quite impenetrable even by natives, and their only method of locomotion is by canoes, which nose furtively through the silent waterways." It is little wonder that such tribes, morose and intractable, are given to horrible rites and practices which the Government has been compelled to suppress, or that it has been extremely difficult to bring them under any kind of discipline.

Cannibalism is traditional among many of these warring tribes, and although it, together with head-hunting, mutilation, and similar customs, is fast disappearing under civilising influences, it is by no means extinct. Nor is your cannibal necessarily a ferocious monster; he can be a charming

fellow. One tribe, the Samberigi, treated Patrol-Officer Flint and his party with cordial hospitality, and seemed "friendly, healthy and contented," being unusually fortunate in the circumstance that they used no medicines and that sorcery was unknown among them. But when

Messrs. Flint and Saunders seated themselves on a convenient heap of stones in a native village, they became aware of uneasiness and embarrassment among their hosts. They asked why. "Because," the polite savages replied, "that is the place where we cut up the men we kill, and their blood runs into the ground." Thus it appears that a cannibal may be one of nature's gentlemen.

In such country the White Man's Burden is indeed heavy. It would have been possible, with modern weapons, to subjugate the territory, though it may be doubted whether any régime based on mere force could have maintained itself without more trouble than it was worth. As long ago as 1885, Sir Peter Scratchley, the Special Commissioner appointed by the British Government, laid down the essential principles that it was useless to attempt to apply to the natives formal principles of English justice, and that it was even more futile to attempt to punish offences against European ideas by means of gunboats. The first Lieutenant-Governor, Sir William MacGregor, instituted the policy of pacification, and it has been loyally pursued ever since. In the incidents

recorded in this volume, one is constantly astonished at the restraint exercised by small parties of patrol-officers, native police, and carriers, in the face of overwhelming numbers of threatening savages. Sir William MacGregor himself set the example when he faced a horde of Koriki in the swamps and broke the resistance of the Tugere. Not a few thrilling encounters are recorded by Mr. Lett, and patrol-officers have sometimes been compelled to show the power of firearms; but "bloodshed has been extremely rare, and the small number of fatal shots fired upon warlike tribes is astounding in view of the results achieved and the positions of extreme peril in which, from time to time, most officers have found themselves." As a rule, two or three shots fired, as a last resort, over the heads of the attackers—skilled bowmen and spearmen—have been effectual, and no degree of hostility, taunt, or even injury has tempted the guardians of the peace into retaliation for its own sake. Men like Ryan, Humphries, Flint, and Grist have gone again and again, with a handful of men, into the midst of hundreds of armed and excited cannibals, and have arrested offenders against laws which are intended only to establish peace among raiding tribes. On such expeditions, the courage and loyalty of the native police, themselves raw recruits to civilisation, are above praise.

No less remarkable are the feats of the "knights errant" in exploring the great unknown tracts of Papua. Scarcely anywhere is there easy going; whether in jungle, swamp, moss-forest, or mountain, every yard of the way has to be hacked and hewn, and frequently it is impossible to make more than three miles in a day. Throughout all these obstacles, as we have mentioned, heavy loads of food and equipment must be carried. The rivers are extremely turbulent, and rafting or canoeing is a perilous adventure. There are great outcrops of coral limestone, which presents a surface of needle-points and razor-edges to the feet. Some notion of the diabolical difficulties of land-travel may be gathered from the fact that when Mr. Karius was making his first attempt to cross the unexplored belt between the Fly and the Sepik Rivers, he observed, at one point, a white, sandy beach about three hundred yards above his camp on the river. It took him ten and a half hours to reach this objective overland; he returned to his camp, wading and swimming down the river, in ten minutes. Or again, during his second and successful attempt at the same expedition: "From that point the country assumed all the horrors of the worst of coral-limestone tracts. Hopelessly broken and tumbled, the track led over sudden sharp drops and climbs as steep, among razor-sharp edges of rock, overhanging ledges, steep-sided depressions often a hundred feet in diameter and as deep as they were wide, and across chasms apparently bottomless, and crevices twenty to thirty feet deep showing needle-pointed pinnacles

in their depths, like spears in a pig-trap, and bridged by moss-swathed roots or rotting logs on which each foothold had to be carefully tested. Frequently they were not bridged at all, and saplings had to be cut and laid across them."

Yet these patrols have frequently been out for months at a time in unexplored country, and have covered thousands of miles with extraordinarily few casualties. These are remarkable exploits by remarkable men, in country where all nature seems to be in travail; and Mr. Lett, writing in a pleasant and compact style, does them full justice. The only criticism we would make of an engaging volume is that the various expeditions described have a certain sameness, and tend to repeat themselves. Sir Hubert Murray, Lieutenant-Governor of Papua, contributes an interesting introduction.



THE MASTERPIECE OF THE WEEK AT THE VICTORIA AND ALBERT MUSEUM: A ROMAN GLASS BEAKER OF GREAT PURITY OF LINE AND A BEAUTIFUL BLUE IN COLOUR.

The shape of this beaker makes it perfectly adapted to its use—convenient to hold and to drink from. At the same time, its profile is a curve of great beauty and the horizontal band (cut on the wheel) near the top is placed so as to make a satisfactory division of the surface.



A BUST OF KING HENRY VII. PURCHASED BY THE VICTORIA AND ALBERT MUSEUM: A WORK ATTRIBUTED TO TORRIGIANO, THE CREATOR OF THE RECENTLY RESTORED ALTAR IN HENRY VII'S CHAPEL, WESTMINSTER ABBEY.

This striking bust of Henry VII., which has long been known, has been purchased by the Victoria and Albert Museum. It is in fine-grained terra-cotta, coated to receive colours and gilding; and it stands a little over two feet high. It is attributed to the Florentine sculptor Pietro Torrigiano (1472-1522). Torrigiano was responsible not only for the recently restored altar in Henry VII. Chapel in Westminster Abbey (illustrated in our issue of July 6), but for the effigy on Henry VII.'s tomb. This bust bears a striking resemblance to the effigy.

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\* "Knights Errant of Papua." By Lewis Lett. With an Introduction by Sir Hubert Murray, K.C.M.G., Lieutenant-Governor of Papua. With Map and Frontispiece. (William Blackwood and Sons; 12s. 6d.)



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P.085A





## RAIL, ROAD, AND AIR TRAVEL THROUGH THE VARIED SCENERY OF SOUTH AFRICA: THE UNION'S SPLENDID CO-ORDINATION OF TRANSPORT SERVICES.

Though it is described as a young country, the history of European settlement in South Africa dates back to 1652. For the next two centuries its development, from a world economic point of view, was scarcely perceptible. The discovery of diamonds and gold in the latter half of the last century accelerated internal expansion at a pace which at times has been incredible. The present year has witnessed the coming of the twenty-fifth anniversary of the Union of the South African States in 1910, and the past twenty-five years have been characterised by developments which have brought the Union of South Africa to the forefront as an up-to-date country. In a land of vast distances rapid transport is an essential, and this problem has been efficiently solved in the Union by the co-ordination of these essential services under one Department of State known as the South African Railways, Airways and Harbours

Administration. From the point of view of internal communications, this Administration also provides road services where local developments have necessitated them. Its latest enterprise is the incorporation of fast air services between its main centres. The country thus possesses some 14,000 miles of railways, 10,500 route miles of road motor services, a complete chain of harbours round the South African littoral, and all its main commercial and industrial centres have now been linked up by air. Some idea of the distances may be gauged by the overland journey, say, between the port of Cape Town and Johannesburg, the Metropolis, which is, approximately, 1000 miles distant. The overland Union Express, which is illustrated on these pages, performs that journey in twenty-eight hours. The corresponding journey by air is achieved in, approximately, six to seven hours. The road motor services do not at

present parallel the main rail and air services, but serve, chiefly, outlying rural areas requiring communications with the main routes. At the present time the South African Railways Administration has in hand extensive schemes of re-laying and re-grading its main railway routes with the object of speeding up land communications. In addition, it is extending what is already the largest electrified railway scheme in any of the Dominions, while the central Government is embarking on an immense project of creating national roads. The standards of travel in South Africa have lately been subjected to the closest investigation by the Government at the hands of officials familiar with the standards of travel elsewhere, and it has been found that, in general practice, the facilities provided in South Africa are fully equal to, and in many respects superior to, those in older countries. A comparison of statistics based

on the safety of services has also revealed a standard favourable to the Union. The opening-up of internal air routes in the country will be the means of showing to the visitor immense tracts of country in brief periods of time, as the climatic conditions and the extraordinary clarity of atmosphere, due to the brilliance of the sunshine, make travel by air a practical sightseeing tour as well as a speedy means of transport. The South African authorities have well appreciated the possibilities of the country from the tourist's point of view. Any of our readers who are interested in this fascinating portion of the African Continent, particularly as a means of escape into warmth and sunshine during the northern winter, can readily obtain detailed information concerning the Union and its travel facilities by communicating with The Director, Publicity and Travel Bureau, South Africa House, Trafalgar Square, London, W.E.2.

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## NEWS PICTURES FROM HOME AND ABROAD: PARADE; CEREMONIAL; A CONTRAST IN PROTECTION.



GERMANY'S MECHANISED ARMY IN TRAINING: TANKS DURING THE MANŒUVRES ON THE BÜCKEBERG, WHERE HERR HITLER SPOKE OF HIS COUNTRY'S FORCES.

Manœuvres and exercises by Germany's mechanised army have been somewhat numerous of late, and, in particular, tanks and aeroplanes have been to the fore. So far as our photographs are concerned, it may be noted that the Harvest Thanksgiving celebrated throughout Germany on October 6 provided yet another occasion for parade. On the Bückeberg, for example where Herr Hitler spoke to a crowd estimated at little under a million, a squadron



ON HARVEST THANKSGIVING DAY IN GERMANY: SOME OF THE 120 TANKS AMONG THE DETACHMENTS, REPRESENTING ALL ARMS, PARADED ON THE BÜCKEBERG.

of 17 aeroplanes flew to meet the Leader, and the new army was represented by detachments of all arms, including 120 tanks. In the course of his speech, Herr Hitler said that Germany was again free, and that no League of Nations watched over her. He added that the Army had arisen again, that the Navy was being created anew, and that his country's towns and villages were protected by the strength of the nation, the weapon in the air.



THE DUKE OF KENT OPENS LANCASTER'S NEW RESERVOIR AT LANGTHWAITE: H.R.H. LEAVING THE TOWER AFTER HAVING TURNED ON WATER FOR A FOUNTAIN.

The Duke of Kent inaugurated the new reservoir on October 3, turning the water into the outlet pipes, an act which sent a spurt out of the jet in the centre of a fountain basin; then visiting an inspection chamber; then formally declaring the enterprise open. The reservoir was built by the Corporation of Lancaster by direct labour, which was almost entirely that of unskilled and unemployed men of Lancaster, who were conveyed to the site daily by motor-omnibuses.



TO GAIN KNOWLEDGE OF WHALES IN THE ANTARCTIC AND THEIR MOVEMENTS: THE ROYAL RESEARCH SHIP "DISCOVERY II," LEAVING ST. KATHERINE DOCK.

The Royal research ship "Discovery II." left St. Katherine Dock, London, on October 3, and thus began her fourth Antarctic expedition. Her chief task will be to gain knowledge as to the number of whales in Antarctic waters, their life history, and their distribution. Lieut. L. C. Hill, R.N.R., is in command, with a crew of fifty. The voyage is expected to take about twenty months. They are to call at Cape Town and then circumnavigate the Antarctic continent.



PROVIDING A STRIKING CONTRAST TO THE SMALL POLICE GUARD AT THE ITALIAN EMBASSY IN LONDON: CARABINIERI AND TROOPS DRAWN ACROSS THE STREET TO PREVENT UNAUTHORISED APPROACH TO THE BRITISH EMBASSY IN ROME.

Nothing could be more informative than the two photographs reproduced immediately above. In Rome there have been numerous noisy demonstrations outside the British Embassy, and the Italian authorities have been at pains not only to guard it closely, but to prevent approach to it. Telegraphing on October 7, for instance, a "News-Chronicle" correspondent noted: "The British Embassy again to-night resumed its appearance of being in a state of siege and a detachment



PROVIDING A STRIKING CONTRAST TO THE STRONG GUARD AT THE BRITISH EMBASSY, IN ROME: POLICE AT THE ITALIAN EMBASSY IN LONDON, WHICH HAS BEEN REGARDED PHLEGMATICALLY.

of 500 men is guarding the building. The Abyssinian Legation is similarly encircled." In London people have shown themselves phlegmatic. The Italian Embassy and the Ethiopian Legation are, of course, guarded, but it has not been deemed necessary to employ more than a few police, working in couples. For obvious reasons, the Italian Embassy was watched more carefully than usual after October 3, when hostilities began in Abyssinia.



# OPERATIONS IN THE MOHMAND COUNTRY: THE INDIAN

PHOTOGRAPHS, WITH TWO EXCEPTIONS



THE 4TH FIELD BATTERY OF NOWSHERA FIRING FROM GANDAB ROAD ON A MOHMAND LASHKAR WHICH WAS CONCEALED IN STRENGTH IN THE HILLS TO THE LEFT OF THE PHOTOGRAPH; A STRETCH OF TYPICAL UPPER MOHMAND COUNTRY AND THE SCENE OF OPERATIONS DESCRIBED AS AMONG THE MOST NOTABLE UNDERTAKEN BY THE INDIAN ARMY IN RECENT TIMES.



THE 15TH MEDIUM BATTERY FIRING FROM KILAGAI; ARTILLERY IN ACTION ON THE NORTH-WEST FRONTIER, WHERE HOSTILITIES, AT THE TIME OF WRITING, ARE AT AN END, THE GOVERNMENT'S TERMS HAVING BEEN ACCEPTED.



POUSING SIX-INCH SHELLS DURING THE ADVANCE TO NAHAKKI; THE PASS NEAR WHICH BRITISH TROOPS WERE AMBUSHED ON SEPTEMBER 29 BY A MUCH SUPERIOR FORCE AND HEAVY CASUALTIES WERE INFLICTED ON EACH SIDE.



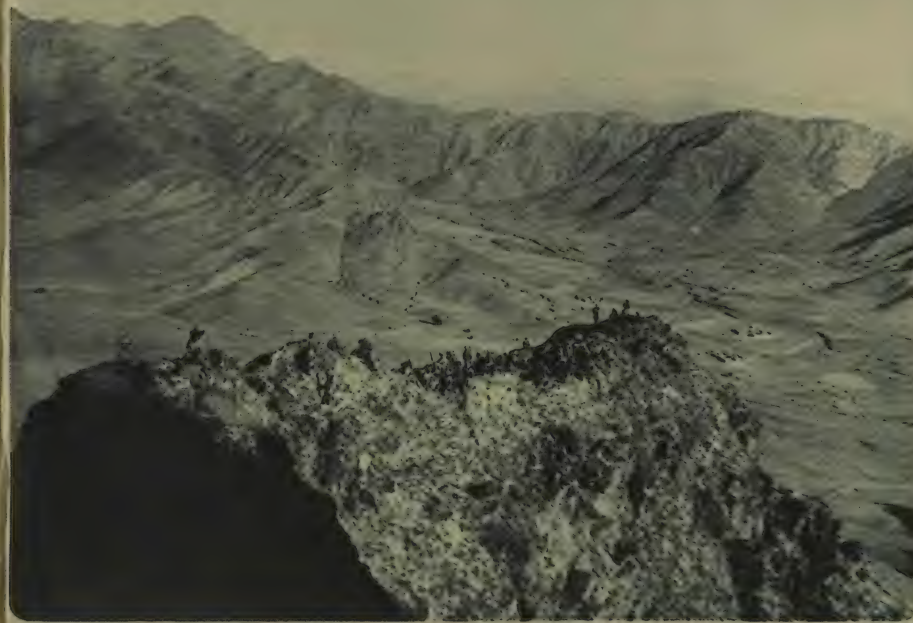
THE 15TH MEDIUM BATTERY COMING OUT OF ACTION AFTER DISLODGING THE ENEMY DURING THE UPPER MOHMAND EXPEDITION: A DRAMATIC PHOTOGRAPH SHOWING HOW MECHANIZED ARTILLERY IS USED IN THE VALLEYS AND FLAT GROUND OF THE NORTH-WEST FRONTIER.

In our last issue we gave a double-page of photographs of the Mohmand country, in which a punitive force of some fifteen thousand British and Indian troops, under Brigadier G. J. E. Auchinleck, conducted operations during September against disaffected tribesmen. Here we publish photographs of the troops in action. On October 2 an amplified description of the engagement of September 29 (reported in our last issue) was given in "The Times." It ran: "On Sunday morning a reconnaissance was carried out by British and Indian forces west of Wucha Jawar, in the direction of Zanawar China. It appears that the 3th/12th Frontier Force Regiment

(Guides) were moving along the watershed from the Nahakki Pass towards Zanawar China when the leading company came upon a body of hostile tribesmen, much superior in strength and closely concealed. Severe hand-to-hand fighting took place, in which heavy casualties were inflicted on both sides." Lieut. A. P. S. Rendall and Captain G. Maynell were reported missing, believed killed, and about thirty of our Indian troops were killed. It was presumably owing to the heavy losses on the Mohmand side that, immediately after, the enemy sued for peace. "The Times" said that "this suggests that the efforts of the Musa Khel, which frequently act

# ARMY IN ACTION AGAINST RECALCITRANT TRIBESMEN.

BY PERMISSION OF THE "DAILY TELEGRAPH."



THE HEIGHTS OF NAHAKKI—AN OBJECTIVE OF THE EXPEDITION SUCCESSFULLY ATTAINED BEFORE THE ENGAGEMENT OF SEPTEMBER 29: A PHOTOGRAPH TAKEN FROM A PICKET BUILT AT 3500 FEET BY MEN OF THE 2ND BATTALION, THE HIGHLAND LIGHT INFANTRY.

as mediators, have been successful in prevailing on the elders of the hostile tribes to use their influence in ending the disaffection." On October 2 a fully representative *jirga* (council) was held at Shati Khel, and the Government's terms were accepted. They included, according to "The Times," an agreement to maintain friendly arrangements with the British Government, the acceptance by the tribes of responsibility for any unlawful actions by outlaws against the Government or its friends, and the abrogation of the Chalanai agreement, the terms of which the tribesmen had broken. Meanwhile the *lashkars* (tribal forces) were withdrawn. It was later stated that the

*lashkars* which had engaged in the later hostilities consisted entirely of Afghan tribesmen from villages in the outlying parts of the Mohmand country to the west of the Durand Line. They assembled in large numbers in the latter part of September under the influence of fanatical mullahs who told them that their territory was threatened, and it was their presence that delayed peace with the Upper Mohmands. Badshah Gul, the son of the Hajj of Turangai, is one of the agitators known to have fomented the disturbances. After the *jirga* he took refuge in Kabul. It was arranged that a further *jirga* should be held to negotiate a final settlement.



# PERSONALITIES OF THE WEEK :

# PEOPLE IN THE PUBLIC EYE.



MR. DE VALERA. SPEAKING AT ENNIS, WHERE HE UPHOLD THE LEAGUE OF NATIONS.

Mr. de Valera defined his attitude towards the League of Nations in a speech at Ennis on October 6. He said that he believed that the Irish people wanted to act up to its obligations to the League, and that, in his view, there was a gain for small nations at the present time in being a member of the League, provided that the Covenant was maintained.



GENERAL RODOLFO GRAZIANI.

Governor of Italian Somaliland, and the second most important Italian commander in East Africa. Fought throughout the Great War on the Austrian front. Served ten years in Libya. He was largely responsible for the reconquest of Cyrenaica.



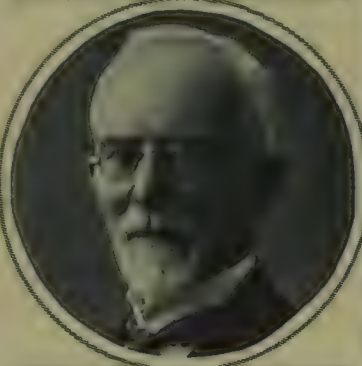
SIR FREDERIC COWEN.

Distinguished composer and conductor. Died October 6; aged eighty-three. His works include "In Fairyland" (1896) and "The Butterflies' Ball" (1901). Conductor to the Philharmonic Society in London, 1888-1892 and 1900-1907.



MR. E. M. LITTLE, F.R.C.S., L.R.C.P.

The well-known orthopaedic surgeon. Died October 2. Registrar surgeon, the Royal National Orthopaedic Hospital, 1886. First President of the British Orthopaedic Association. Surgeon-in-Charge, Queen Mary's Auxiliary Hospital, Roehampton, during the war.



MR. B. D. MAGGS.

Managing-director of the famous book-selling firm of Maggs Brothers. Died October 4; aged seventy-three. Was instrumental in acquiring the Codex Sinaiticus for the Nation; and, last year, the remarkable Napoleon letters for the French Government.



MRS. GARON, ENGLISH LADY GOLF CHAMPION (LEFT); WITH THE RUNNER-UP, MISS CORLETT.

Mrs. P. Garon (Addington) won the English Ladies' Close Championship in a remarkable match at Birkdale on October 4. She beat Miss Elsie Corlett (Royal Lytham and St. Anne's) at the 38th hole. Mrs. Garon finished the first round in 80, and Miss Corlett in 81; but both players had the lead at different stages of the game.



LORD WRIGHT, WHO HAS SUCCEEDED LORD HANWORTH AS MASTER OF THE ROLLS.

Lord Wright has succeeded Lord Hanworth as Master of the Rolls, the latter having resigned for reasons of health. Lord Wright was called to the Bar in 1900 and took "silk" in 1917. He was elevated to the King's Bench Division in 1925, and to the House of Lords in 1932.



H.R.H. THE DUCHESS OF KENT, WHO GAVE BIRTH TO A SON ON OCTOBER 9: A STUDIO PORTRAIT OF HER WITH HER HUSBAND, THE DUKE.

An official bulletin issued on October 9 stated: "Her Royal Highness the Duchess of Kent was safely delivered of a son at 2.5 o'clock this morning. The condition of Her Royal Highness and of the infant Prince is satisfactory." The event took place at the Duke's London home, No. 3, Belgrave Square. The marriage of the Duke of Kent to Princess Marina, daughter of Prince and Princess Nicholas of Greece, was solemnised in Westminster Abbey on November 29, 1934.



MR. WILFRED GREENE, K.C.; APPOINTED A LORD JUSTICE OF APPEAL.

Mr. Wilfred Greene was appointed a Lord Justice of Appeal this week. After a distinguished career at Oxford, he was called to the Bar in 1908 and took "silk" in 1922. He served in France, Flanders, and Italy during the war, and in 1918 was G.S.O.2, British Section, Supreme War Council.



THE ITALIAN MINISTER TO ETHIOPIA, WHO STAYED IN ADDIS ABABA IN SPITE OF THE WAR: COUNT VINCI PHOTOGRAPHED AT THE EMPEROR OF ETHIOPIA'S PALACE.

Count Vinci, the Italian Minister in Addis Ababa, did not quit the capital even when Italian troops were invading Abyssinia. But, at the time of writing, it was reported that he had been "invited" to leave by the Abyssinian Government. The Italian Legation was closely guarded by Abyssinian troops to ensure the security of its inmates. During the Great War Count Vinci volunteered for service with the artillery, and was decorated for gallantry in the Carso fighting.



M. LAVAL AT GENEVA; WITH SENHOR MONTEIRO (RIGHT), WHO READ THE REPORT INDICTING ITALY OF BREAKING THE COVENANT.

The Council of the League of Nations adopted the Report of the Committee of Six on October 7. This concluded that Italy had resorted to war without regarding her obligations under Article XII. of the Covenant. The Report was read to the League Council by Senhor Monteiro (Portugal), Chairman of the Committee of Six. All the members of the Council except Italy voted for the Report.



# The World of the Theatre.

By IVOR BROWN.

## AT THE OLD VIC.

THE Old Vic has opened a new season's work with a lavish and spirited production of "Peer Gynt," in which a young actor called Mr. William Devlin gives a notably vivid portrait of that Gyntish Self which is the volatile, acquisitive, capricious element in human nature. Ibsen wrote this sad, sardonic survey of the human spirit when he was comparatively young, and his own youth leaps up in it to mitigate its sadness. There is a phrase about plays which "take you into yourself," and "Peer Gynt" is certainly one of those. It takes you into and all round the Self, while it also takes you from Norway to Africa. But its psychology, though not altogether reassuring to complacent people, is somehow conveyed with as much merriment as melancholy. "Peer Gynt," in short, takes you out of yourself, as well as into yourself. It can be argued about as though it were a mental theorem; it can also be quite simply enjoyed as a peep-show about a play-boy who rode upon a reindeer and tossed his old mother on the cottage-roof.

Ibsen and Enjoyment? There is one kind of person who thinks this impossible, because he is too foolish (or is he too learned?) to understand Ibsen; there is another who thinks it wrong, because he regards the drama as a devotional exercise, and laughter as a form of brawling in church. I hope there are fewer of those solemn owls than there used to be: the Repertory Movement of twenty-five years ago certainly bred them in dismal numbers; people who would drag one to "sit under" Ibsen as their fathers had dragged earlier victims to sit under some noted preacher

in a chapel. I think Mr. Shaw's Ibsenite propaganda altogether exaggerated the moral reformer in Ibsen at the expense of the dramatic virtuoso. For Ibsen was an extraordinarily good teller of a story in terms of the theatre; he also had an enormous sense of humour, a fact which

was wickedly concealed by the gloomy kind of production which Ibsen's plays received from the high-minded "left-wingers" twenty-five years ago.

What I particularly like about the Old Vic is that, despite all the praise poured on it by high-minded people (whodon't go there), its audience has never become sicklied with the pale cast of higher thought. If anything sickens it, it will be the huge

I mention this because Miss Lilian Baylis, in a contribution to the "Old Vic Magazine," which I purchased as being more salutary, if less seductive, to a middle-aged man than the aforesaid cream-oozing buns, described, and justly described, the Old Vic as the nearest thing we have to a National Theatre. There are plans for another National Theatre, plans to which the nation remains somewhat indifferent. This summer a campaign was launched to increase the enthusiasm and the funds for this National Theatre, but the results, according to my information, were not encouraging. The chief reason for that is the British playgoer's indifference to an abstract idea, and his or her loyalty to personalities. If there was a National Theatre in existence, with directors, producers, and a cast, doubtless a great many people would become "National Theatre fans," and derive great excitement from discussing whom it should employ and what it ought to do. But it is very difficult to get people excited and generous about the idea of a National Theatre, since that idea, however imposing, still belongs to the future.

The Old Vic has the advantage of a long existence; people know where it is and what to expect. It is not always a prosperous existence. You cannot give people shows which are often above the West-End standard at a half or a quarter of the West-End price unless the house is always packed. Even then, a little external aid may be necessary. But the house has tradition, and, above all, it has the tradition of a happy gathering. An Old Vic



OTWAY'S "THE SOLDIER'S FORTUNE," AT THE AMBASSADORS: LADY DUNCE (ATHENE SEYLER) POWDERING THE "CORPSE" OF HER LOVER, CAPTAIN BEAUGARD (BALIOL HOLLOWAY), WHO IS PRETENDING TO BE DEAD IN ORDER TO TERRIFY SIR DAVY DUNCE; SIR JOLLY JUMBLE (ROY BYFORD) ASSISTING.

The scene of Thomas Otway's play, "The Soldier's Fortune," which has been revived so successfully by Mr. Sydney Carroll, at the Ambassadors, is laid in London, about 1680. There are two intrigues in the plot. In one, Lady Dunce and her lover, Beaugard, bamboozle her husband and induce him to concoct an idiotic scheme to have Beaugard murdered. This, needless to say, works out entirely to the husband's undoing. In the other intrigue Sylvia (Lesley Wareing) is successful in her designs upon Captain Courtine (Anthony Quayle), a comrade-in-arms of Beaugard.

cream-buns on sale at the refreshment counter, when the interval proclaims a bun-fight and a coffee-scramble! But though I flinch from



ANOTHER INTRIGUE MAKING EXCELLENT PROGRESS IN "THE SOLDIER'S FORTUNE": SYLVIA, SIR DAVY DUNCE'S NIECE (LESLEY WAREING), WITH HER LOVER, CAPTAIN COURTINE (ANTHONY QUAYLE), WHO HAS CLIMBED UP TO HER ROOM IN DRUNKEN BRAVADO.



'PLEASE, TEACHER!', AT THE LONDON HIPPODROME: BOBBY HOWES (CENTRE) AND WYLIE WATSON, WITH VERA PEARCE, IN AN AMUSING "SLEEP-WALKING" SCENE STAGED IN THE DORMITORY OF THE GIRLS' SCHOOL IN WHICH THE TWO COMEDIANS ARE SEEKING FOR CLUES TO A TREASURE.

Tommy Deacon (Bobby Howes) and Mr. Clutterbuck (Wylie Watson) are engaged in seeking for clues to a treasure concealed in a girls' school. Caught in the girls' dormitory at night, the two pretend to be sleep-walking. Vera Pearce, as the headmistress, blows on them to wake them up, but, as seen in our photograph, they keep up the pretence, merely swaying in the breeze!

consuming those colossal confections, I do like the look of them. If anything so soft and silent as a cream-bun can be said to strike a note, these do hit the right note for a theatre, which is somewhat menaced by those austere people who mistake boredom for exaltation and lenten fare for cultural advancement.

It is the strength of the Old Vic audience that its members have no objection to displaying a weakness, a weakness for cakes in the interval (alas! that, contrary to the Shakespearean instruction, there is no ale to ease the cake's passage), and an even more commendable weakness for enjoying what they have paid to see. Give this audience a really good piece of comedy and a chance to laugh itself under the seat and it will take it. Its members are not self-consciously being good in an Ibsenite church; they are unconsciously enjoying themselves in a play-boy's heaven.

audience, especially on the first night, is really a collection of people who are out to enjoy themselves, even to enjoy Ibsen or Shakespeare. And thereby hangs another tale.

The Old Vic does well to shake itself free from Shakespeare, or, to be more accurate, from exclusive domination by Shakespeare. I have never understood why people should be expected to enjoy watching "As You Like It" or "The Merchant of Venice" for the rest of their lives, and now that Mr. Carroll has laid on summer-time Shakespeare at Regent's Park, there is less cause than ever for continuous Shakespeare at the Vic. This year, for example, we start with Ibsen, proceed to Shakespeare, and shall certainly have Chekhov ("The Three Sisters"), and probably some Shaw. Nobody can say that such a programme smacks of the continuation school, and is turning the theatre into a cramming-shop for those who want to pass "Matric."

Paradoxically, it is the first business of a National Theatre to be international; you go to your country's playhouse to see the plays of other countries quite as much as of your own. To that standard the Old Vic is conforming with greater regularity and greater ambition. Its productions now range over Europe from Athens to Bergen, and over history from Euripides to Shaw. The name of Shaw, like the cream-buns on the counter, is a reminder that the audience does not troop in drearily to assist at a cultural duty (pity poor Shakespeare, who is so often thus regarded!), but is a natural, spontaneous gathering of London people who like their pleasures to be stiffened by intelligence, and find their intelligence to be pleasantly engaged by watching a good play: "Peer Gynt," for example. With Ibsen, as with Shakespeare, there is an extraordinary sense of land never finally explored. Travel again and you will always find something new. You are never finished with the dark forests and strange deserts of "Peer Gynt." You must use your wits in that country, and you must make a sense of humour the first item in your luggage.



# THE SWASTIKA IN THE SKY: GERMAN BOMBERS OVER NUREMBERG.



THE GERMAN AIR FORCE, WHICH STILL PROVIDES CONSIDERABLE FIELD FOR CONJECTURE: THREE-ENGINE BOMBERS IN FLIGHT OVER NUREMBERG.



A TYPE OF BOMBING MACHINE EVOLVED BY THE NEW GERMAN LUFTWAFFE: A NEARER VIEW OF SOME OF THE THREE-ENGINE MONOPLANES WHICH ARE FITTED WITH "DUST-BINS" (GUN-TURRETS) BELOW THEIR FUSELAGES.

The recent visit to Germany of General Gömbös, the Hungarian Prime Minister (which was illustrated in our last issue), gave rise to conjectures as to the possibilities of some sort of Air Pact between Hungary, Germany, and Poland. As "The Times" observed: "The general opinion . . . would seem to be that the various German-Polish-Hungarian activities were meant as little demons-

trations of the 'look round'; that some kind of air arrangement for the future has probably been present in the German mind." "The Times" added that Hungary and Poland would probably be unwilling to commit themselves in the present nebulous state of European developments. The German Air Force, or Luftwaffe, as it is now officially called, constitutes an addition to European

(Continued opposite.)



## THE GERMAN LUFTWAFFE: BOMBERS WITH "DUST-BIN" GUN-TURRETS.



GERMAN BOMBERS: MONOPLANES FITTED WITH A "DUST-BIN"—THAT IS, A MACHINE-GUN POSITION IN THE SHAPE OF A CYLINDER PROJECTING BELOW THE FUSELAGE AND CONTAINING A GUNNER WHO GUARDS THE BOMBER'S "BLIND SPOT."

*Continued.*

armaments which opens up a number of possibilities. Our photographs show that its bombers are already a force to be reckoned with. They afford evidence that these bombers are now equipped with "dust-bins." Describing the "dust-bin" fitted on our own Handley-Page Heyford Night Bombers, we wrote (in our issue of June 1): "The Dust-bin," it should be explained, is an armoured cylinder

which can be lowered so as to project below the fuselage. It contains a gunner who guards the blind spot below the aeroplane." Jane's "Aircraft," describing the same feature on a Heyford, notes that the after-gunner's cockpit is behind the wings, with two positions, one above and one below the fuselage; and that in defensive action the rear gunner mans the lower gun-position.



## EAST AFRICAN RUINED CITIES CONTRASTED: BUILDINGS "LATE" BUT CRUDE.



THE RUINS OF ENGARUKA, OVERGROWN WITH BUSH AND GRASS, WITH DR. LEAKEY EXPLORING THEM: CRUDE MORTARLESS WALLS CONTRASTING WITH THE FINISHED MASONRY OF GEDI (OPPOSITE PAGE).



AS IT APPEARED, SMOTHERED IN VEGETATION, BEFORE BEING EXCAVATED: A HOUSE IN THE RUINED CITY OF ENGARUKA, IN THE RIFT VALLEY, TANGANYIKA, PROBABLY BUILT ABOUT 300 YEARS AGO.



THE FIRST STAGE IN EXCAVATING THE HOUSE VISIBLE IN THE TOP RIGHT PHOTOGRAPH: ROUGH WALLS, WITH SOIL STILL COVERING THE FLOOR.



THE SECOND STAGE IN THE EXCAVATION OF THE SAME HOUSE: A VIEW REVEALING THE PAVED FLOOR AND CURIOUS CIRCULAR HEARTH.



THE THIRD STAGE OF EXCAVATION: A NEAR VIEW OF THE HEARTH, SHOWING AN INNER CIRCLE OF SEVEN STONES TO SUPPORT A COOKING-POT.



THE ENTRANCE TO A STONE ENCLOSURE AT ENGARUKA: RUINS OF A CITY BUILT FOR DEFENCE, PROTECTED BEHIND BY SHEER CLIFF WALLS.



CURIOUS CUP-SHAPED CAVITIES CUT IN A STONE AMONG THE RUINS OF ENGARUKA: A PECULIAR DETAIL OF THE ROUGH MASONRY.



ONE OF THE BURIAL MOUNDS AT ENGARUKA, MOSTLY VERY LARGE AND MORE OR LESS RECTANGULAR: AN EXAMPLE ABOUT 13 FT. SQUARE.

The very interesting photographs on these two pages reach us from that well-known anthropologist, Dr. L. S. B. Leakey, Ph.D., F.S.A., author of "The Stone Age Races of Kenya" and kindred works. Describing them, he writes: "I have recently had an opportunity to examine the two most interesting ruined cities in East Africa—Gedi, an ancient coast town north of Mombasa, and Engaruka, in the Rift Valley, west of Arusha in Tanganyika Territory. The existence of both of these ancient towns has been known for a very long time, but it is only just recently that their real interest has been appreciated and that they have become known to tourists. Both of these ruined towns have now been protected under the Ancient Monuments ordinance of their respective countries, and plans are on foot for a detailed examination and excavation on both sites. Meanwhile, I have been to both sites during the past few months and I have made preliminary reports for the two Governments.

Nothing could afford a greater contrast than that between the two sets of ruins. Gedi is an old port of probably Persian or early Arabian origin. It is on flat ground, and is encircled by a town wall. The whole place is now overgrown with dense tropical forest, and in some cases trees with a diameter of over three feet are growing out of the old floors of the houses. The style of architecture is suggestive of Early English, especially in the archways over doors and windows, and the workmen had no mean knowledge. Their chief failing seems to have been a lack of understanding of how to tie in the corners of buildings and the top of the arches. At least two periods of building can be detected, and there may have been three building periods. Until detailed work has been carried out the exact age is uncertain, but my impression is that Gedi started probably about 600 A.D.—Engaruka is a violent contrast. It is built chiefly in the form of houses on terraces on a hill with a slope

[Continued opposite.]



## MUCH OLDER RUINS IN KENYA: ARCHITECTURE SUGGESTING EARLY ENGLISH.



THE BACK OF THE ARCH AT GEDI SEEN IN THE RIGHT-HAND PHOTOGRAPH, MIDDLE ROW: A VIEW SHOWING SLOTS IN THE PLASTER WHICH PROBABLY HELD A WOODEN FRAMEWORK FOR THE DOOR.



A PILLAR WITH A WINDOW-LIKE RECESS: A REMARKABLE FEATURE AMONG THE RUINS OF GEDI, IN KENYA (PROBABLY DATING FROM ABOUT 600 A.D.), AMONG WHICH HUGE TREES HAVE GROWN UP.



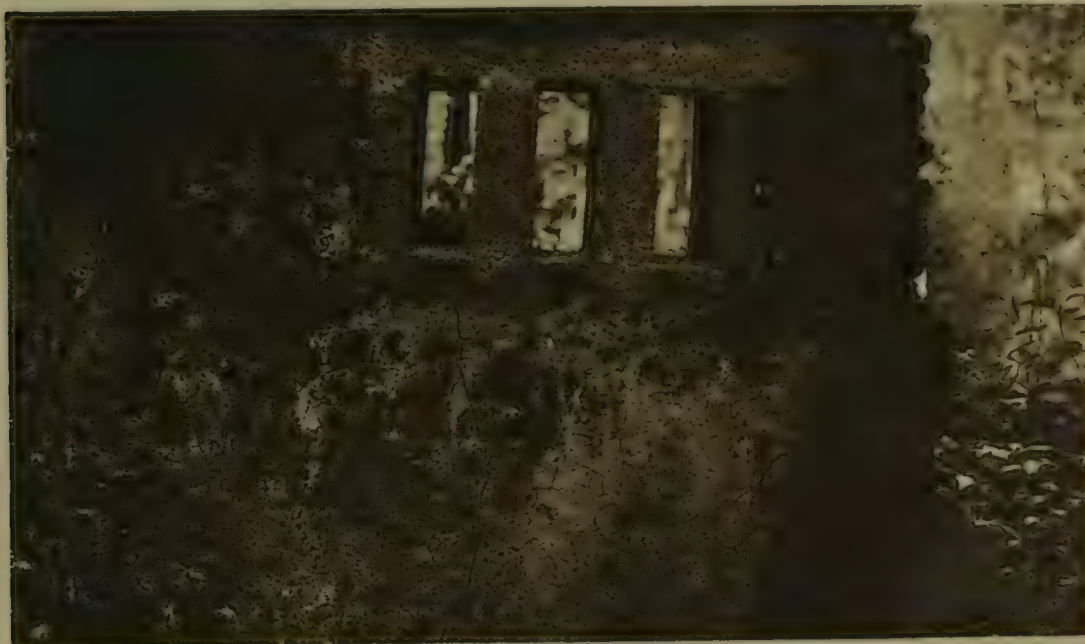
A RECESS IN THE WALL OF A RELIGIOUS BUILDING, PROBABLY A DEPOSITORY FOR RELICS: (ABOVE) THREE ROUND NICHES FOR POTTERY (SINCE STOLEN).



AN EXAMPLE OF A CUT-STONE DOORWAY AT GEDI: A STYLE OF ARCHITECTURE SUGGESTIVE OF EARLY ENGLISH, ESPECIALLY IN THE ARCHWAYS.



ANOTHER EXAMPLE OF A CUT-STONE DOORWAY: ONE OF THE RUINS AT GEDI, AN ANCIENT SEA-PORT PROBABLY OF PERSIAN OR EARLY ARABIAN ORIGIN.



A ROW OF THREE WINDOW-LIKE SLITS IN A PARTITION WALL BETWEEN TWO APARTMENTS: A PECULIAR ARCHITECTURAL FEATURE IN ONE OF THE RUINED BUILDINGS AT GEDI FAINTLY VISIBLE THROUGH THE ARCH IN THE RIGHT-HAND PHOTOGRAPH OF THE MIDDLE ROW.



RUINS AT GEDI ENFOLDED BY INTERLACING TREE-ROOTS: THE FRONT OF A TOMB, WITH ARCHES AND NICHES, AND (ABOVE) THE LOWER PART OF A TALL PILLAR.

*Continued.*  
of 1 in 2½ feet, but there is also a series of ruins in the valley below, where, however, graves dominate over houses. The whole construction of the place, as well as the choice of the site, suggest that the town was built for defensive purposes, and the strategic position is excellent. The back of the town is protected by a sheer cliff—the wall of the Great Rift Valley—and in the front there is a chain of small hills with narrow passes that could be easily defended. There is ample water within the area occupied. The construction displays a curious mixture of skill and ignorance. There is no trace of any attempt to build with mortar, and in some ways this dry stone building method suggests analogies with the famous Rhodesian ruins of Zimbabwe. The houses were of very irregular shape and of varying size. Most of them were huts rather than houses, but the walls are from three to five feet thick and of very solid construction. Some floors of houses were paved with stones.

The burial mounds are mostly very large and more or less rectangular. From the material obtained during three weeks' preliminary excavations, and also from the evidence of native tradition, it seems highly likely that Engaruka was only built about 300 years ago, and was abandoned about 100 years ago, when the occupants were finally driven out by the Masai. All the indications point to a local native tribe called the Wambulu (they call themselves Iraki) as the builders of Engaruka, and one of the problems awaiting solution is to know how they came to build thus in stone and why they have now gone back to a much more primitive way of living. Native tradition hints at the idea that a Portuguese who wandered in from the coast was responsible for leading this tribe and showing them how to build in stone, make defences, and so on, but as yet there is no proof of this. It is certainly to be hoped that full investigation at both Gedi and Engaruka will be carried out."





**P**AGODAS, as anyone will tell you who has travelled as far afield as China, or Burma, or Kew Gardens, have an agreeable way of standing out from a landscape while remaining part of it. No doubt the aboriginal inhabitants of Kew were a trifle shocked when they saw rising slowly before their eyes Sir William Chambers's enthusiastic reminiscence of what he had so faithfully recorded in his sketch-books many years before in the Far East; by now I expect their pagoda is as much a part of the frame in which their lives are spent as is a gasometer to other towns. Strangers from less favoured districts can still experience a thrill, though a mild one, when this eighteenth-century extravagance first comes into view over the trees, and something of the same incongruous pleasure came to me as I walked round the Grosvenor House Exhibition, and saw these two sets of pagoda roofs emerging from amid more sober and very English scenery. I forget the exact date of the building of the Kew pagoda, nor do I remember the year in which a delicious Chinese bridge was built over the Thames at Walton; but I do know that the bridge—of wood—very soon fell down, but happily not before it was

light of contemporary taste. Have you ever thought how odd it is that learned books and the catalogues of our best auctioneers still refer to such delicious pieces as are illustrated on this page as "in the Chinese taste"? What the description means is, of course, exactly the contrary—this is not Chinese taste at all. True, it is what Englishmen once thought was Chinese taste, but that is by no means the same thing.

It would doubtless be a troublesome business, but one could get together an extraordinarily amusing exhibition illustrating the rise and fall of this fashionable interest in half-understood Chinese ornament. One would have to start with the seventeenth century, and show such a red-lacquer cabinet as that of Fig. 3, on its ornate silvered stand. Many of these were brought to Europe by the Dutch East India Company, and found a ready sale in England from the reign of Charles II. onwards. With our present knowledge of Chinese taste and Chinese traditions, we are inclined to smile at the enthusiasm with which the English craftsman spent laborious hours upon the carving of the intricate stand and canopy, but this was the taste of the time. The Chinese would have placed this beautiful cabinet upon a low, simple stand, probably also lacquered, but possibly also of finely polished sandalwood. It is a very curious thing—or so it seems to me—that the school of Chippendale came much closer to Chinese taste in the matter of stands than their predecessors of the seventeenth century. I admit they didn't consciously imitate Chinese models, but were concerned solely in devising a stand which would be in keeping with what was above it.

Look at Fig. 1 for a moment: a most interesting and engaging piece. Evidently someone about the year 1760 was very proud of a small Flemish (?) carved cabinet, and proposed to pay his treasure the compliment of a noble frame—so he went to a first-class cabinet-maker (did he stroll down St. Martin's Lane, and call on Thomas Chippendale at No. 63?), and between them they devised this perfectly charming piece of nonsense. If I were the owner of this piece, I think I should be tempted to take out the Flemish cabinet, which looks rather incongruous amid such surroundings, put in electric light, and use the space available for two or three first-class pieces of Chinese porcelain. It is a very graceful little design, beautifully toned by age. With Fig. 2 we are in the presence of a most extraordinary piece of craftsmanship which authorities seem convinced must be by Thomas Chippendale himself. Date also about 1760, one of those early pieces of inlaid satinwood which were the despair of later imitators. Its elaboration is not to everyone's taste, but if you want to see what the eighteenth century could produce in first-class cabinet-work, I suggest you examine it at leisure.

It is sometimes forgotten how recent is our knowledge of Chinese art. Not until the beginning of this century did we realise fully what this remote and self-centred people had accomplished. Our ancestors saw only what the Chinese themselves condescended to export. The book which will illustrate only those things which the Chinese themselves appreciated has yet to be written: when it does appear, if it ever does,

a good many types which used to be considered characteristically Chinese will not find a place in it, and among them will be the great majority of the

porcelains which so astonished our ancestors. To the men who made these cabinets of Figs. 1 and 2 (the lacquer cabinet of Fig. 3 is Chinese, but not the stand), Chinese art was a curiosity; it was strange, it was amusing, it was *à la mode*—and nothing more. It is rather important to remember this point of view in judging their attempts to work in a Chinese spirit. Their knowledge was gained almost entirely from pieces made to appeal to the European market. One sees the result, of course, in other fields than cabinet-making: in porcelain and tapestry-weaving especially. A Soho tapestry—or, for that matter, a French tapestry designed by, say, Oudry—may be, as the catalogues say, "in the Chinese taste": but it is not a bit Chinese. Whether we should get any nearer the original to-day if we tried is difficult to say: that we should be more heavy-handed is more than likely. Perhaps only in one thing can the Chinese tradition still teach us a good deal, and that is in painting.



1. A CURIOUS EXAMPLE OF THE ESTEEM IN WHICH THE EIGHTEENTH CENTURY HELD "CHINOISERIE": A FINE CABINET, PROBABLY FLEMISH, WHICH HAS BEEN MOUNTED ON A STAND "IN THE CHINESE TASTE," AND CROWNED WITH A PAGODA-LIKE TOP; DATING FROM ABOUT 1765. (HEIGHT, 5 FT. 2 IN.; WIDTH, 2 FT. 4 IN.)

The flutes of the pagoda roofs on the top of this remarkable piece (which is from the collection of Lady Capel Cure, of Broome Park, near Canterbury) have been japanned alternately green and bronze. The stand and top may have been made by Chippendale.

Reproduction by Courtesy of Messrs. M. Harris and Sons.

immortalised by no less a person than Antonio Canale (Canaletto)—I saw this picture only a few weeks ago.

The middle of the eighteenth century witnessed the emergence of at least two hybrid, well-defined, amusing, and modish styles—pseudo-Gothic and pseudo-Chinese. The practitioners of each were not much concerned with accuracy. Horace Walpole's Gothic residence at Strawberry Hill was as absurd as anything one could imagine; and Chippendale's experiments in Chinese furniture were as far removed from China as Strawberry Hill was from Notre Dame. Your eighteenth-century cabinet-maker and architect had his own notions of past traditions and of foreign countries; he interpreted his imagined models in the



2. A MOST AMBITIOUS EIGHTEENTH-CENTURY ADVENTURE IN "THE CHINESE TASTE": AN INLAID SATINWOOD BUREAU; REMARKABLE FOR THE EXTREME BEAUTY OF THE WORKMANSHIP.

Reproduction by Courtesy of J. M. Botibol.



3. CHINESE RED LACQUER MATED WITH SILVERED WOODWORK OF THE TIME OF WILLIAM AND MARY—PRODUCING AN EFFECT OF GREAT RICHNESS: A MAGNIFICENT EXAMPLE OF A CHINESE CABINET MOUNTED BY EUROPEAN CRAFTSMEN; EXHIBITED AT GROSVENOR HOUSE.

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I P.S.



## THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

WHATEVER criticism folk can make on the 1936 motor season, they certainly cannot complain of the large number of entirely new models, or old ones re-designed, that figure on the market. But even if you do not go near Hammersmith, the various retail dealers have a marvellous array of various makes of cars in their show-rooms, in all parts of the country; so that practically every town and city in England, Scotland, Northern Ireland, and Wales, has a motor exhibition of its own. I was attracted by the handsome lines of the 20-25-h.p. Rolls-Royce enclosed saloon, an example of which will be shown at Olympia. Since last year, a number of detail changes have been made in this smaller Rolls-Royce (smaller as compared with the new 40-45-h.p. "Phantom III."). Automatic voltage control dynamo, more flexible rubber engine-mountings, and a longer bonnet, which certainly has taken away that stumpy front appearance of the earlier cars. The suspension has also been improved by the adoption of softer springs of low periodicity, which, coupled with the hand-controlled shock-absorbers, so adjust the springs as to meet different conditions of load, road-surfaces, and speed of travel.

I think Messrs. Thrupp and Maberly (one of the members of the Rootes-Humber-Hillman-Commer-Talbot-and-Sunbeam combine) have given proof of their craftsmanship in providing a seven-seating carriage with ample room for each individual passenger on this short chassis. It is listed at £1565, which is not too much for its excellence. I was particularly pleased to see that my continual protest against windcreens which could not be fully opened has had effect on practically every car of the new season's models.



A SPLENDID CAR FOR THE SPORTSMAN AND SPORTSWOMAN: A 10-H.P. WOLSELEY "WASP" DRIVEN UP TO THE LINKS BY ITS OWNERS.



A "STANDARD" PERFORMING A DISTINGUISHED SERVICE: MR. RAMSAY MACDONALD ENTERING HIS 20-H.P. MODEL IN DOWNING STREET.

As all older motorists know, the thing to do if you want the best ventilation of the car is to open the front screen fully and shut all the side windows, so that the incoming air cushions itself against the air in the interior, giving fresh air without draught. There is always a snag in every device. This one is that you should wear protective glasses if sitting in the front seats, because flies and other insects are apt to be swept against your face when the screen is opened fully.

Ever since André Citroën introduced his independent torsional wheel suspension, front-wheel drive, and frameless chassis construction on the English-built Citroën cars, British automobile engineers have been fired to try to produce something as good, if not better, for the comfort of occupants of private cars. The new season's Humber and Hillman models have adopted "evenkeel" independent front-wheel suspension and inter-axle seating. The new Hillmans, by the way, have six-

cylinder engines rated at 16.95 and 20.9 h.p. They are catalogued as the Hillman "Sixteen," the "Hawk," and the "80," the two last-named having the same rated motors, the "80" with a longer wheelbase than the "Hawk." The "Hawk" and the "Sixteen" saloon are listed at £295, with de-luxe saloon at £320. The seven-seating "80" saloon is £375, so that you buy a "lot of car" for a comparatively small payment. But that is the trend of the new cars—larger engines, more roomy coachwork, and very moderate prices. The British Citroën super-modern 12-h.p. saloon is catalogued at £265, and the 15-h.p. saloon at £315, with all the special features of aerodynamic coachwork. Their works at Slough have certainly solved one problem of the small car, namely, how to give an unimpeded floor-area so that women will not sprain their ankles when entering the back part of the car by tripping over the well or cavity.





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3. Chromium-plated fittings, black ebony hair and clothes brushes, styptic and iodine pencil, Gillette razor in metal box. Size closed  $10\frac{1}{2}$  ins. x 8 ins. x  $1\frac{3}{4}$  ins. 45/-

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4. Chromium-plated fittings, brilliantine bottle with sprinkler top, natural ebony brushes, styptic and iodine pencil. Size closed  $10\frac{1}{2}$  ins. x  $8\frac{1}{2}$  ins. x 2 ins. 57/6

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## FINANCE AND INVESTMENT.

By HARTLEY WITHERS.

## FIXED TRUSTS AND THEIR BENEFITS.

IN last week's *Illustrated London News* I set forth the reasons which, in my belief, accounted for the extraordinary success with which the Fixed Trust system, a novel idea from America, has been introduced to the conservatively-minded investors of this country, at a time when American financial notions were under a heavy cloud.

Chief among these reasons were shown to be the diversification of risks, by the wide distribution of the interests in which the holder of Fixed Trust certificates places his money; ease and simplicity in purchase and sale of his certificates; the arrangement by which the securities in which his money is invested are held on his account by a trustee, which is, in almost all cases, one of the great banks or insurance companies; and the characteristic British compromise which has modified the principle of rigid fixity, without depriving certificate-holders of knowledge as to where their money is placed.

These advantages have enabled investors, at a time when the old-fashioned reverence for "gilt-edged" securities had been rudely shaken, to venture confidently into the field of ordinary shares, with the chance of capital appreciation which a well-selected, well-distributed holding of them brings with it. To investors of small means, the ease with which small amounts can be invested through Fixed Trusts is a new and valuable boon; and this development is of the highest importance

owing to the wider distribution of wealth—one of the few good legacies left us by the war—which makes the savings of small investors more than ever necessary to the growth and prosperity of British industry.

To large investors also, the Fixed Trust system has proved a great convenience. By it, instead of having to spread their holdings over the securities

of a large number of companies, with dividends dropping in at odd times and all the nuisance of taking care of the certificates showing that income-tax has been duly paid on them, they can, by a purchase of Fixed Trust sub-units, get all this spreading-out business done for them, and receive the income derived from the securities held on their behalf by the trustee, at regular intervals, in a nice, solid lump, with the necessary certificate to be shown to the tax-gatherer, covering all the items "in once," also provided by the trustee.

Such are some of the principal advantages secured to investors. But from the point of view of the Stock Exchange, and of the country's financial stability and social structure, the Fixed Trust system may claim to have already done a good deal of good and important work, and to be going to do very much more as it is worked out, developed, and improved. When Fixed Trusts were first started here, the stock exchanges, quite rightly, were distinctly critical. Their American origin, and the failures that some of them had suffered in the country of their birth, were quite enough to make conservative stockbrokers suspicious as to their possibilities if they were handled by the wrong people and in the wrong manner. And it was also feared that the Fixed Trust managers might, by some devious methods, divert business from the House and so impair the freedom of its markets. Experience and reflection have destroyed these fears, and it is rare in these times to find a stockbroker, who has studied the matter with any attention, who does not acknowledge that the Fixed Trusts are a most useful addition to our financial machinery, and have been highly

*(Continued overleaf.)*

LINING THE STARBOARD BULWARKS OF THE "CONWAY" TO CHEER A CADET LEAVING THE SHIP AFTER THE COMPLETION OF HIS COURSE: ONE OF THE MANY INTERESTING FEATURES OF LIFE ON THE OLD TRAINING-SHIP MOORED IN THE MERSEY—HERE SEEN FROM THE AIR.

The training-ship "Conway," moored in the Mersey, near Liverpool, has given their training to over six thousand officers of the Royal and Mercantile Navies. The present ship is one of the old wooden walls. Originally she was H.M.S. "Nile," an auxiliary-screw battleship of ninety-two guns, having been lent by the Admiralty in 1875. After sixty years she still continues to render excellent service.

## FIXED, BUT FLEXIBLE

IT is certainly an advantage in favour of the Fixed Trusts that those who invest in the sub-units issued by them, should know what the securities are that are contained in the units and so are the ultimate source of revenue to the sub-unit holders. Nevertheless, it was easy for critics to seize on this point as a possible weakness and to argue that it was most injudicious for any company to set out to hold, during its life-time of perhaps twenty years; a block of investments selected under the conditions of the moment—especially in these times, when the progress of invention is so rapid, that "enterprises of great pith and moment" may, as Hamlet says, find their currents turned awry by some new discovery that may

put them into the has-been class.

To meet this valid objection, the Fixed Trust movement in this country has hit on a happy and characteristically British compromise. Though the initial list of securities is to be retained as long as there is no good reason for varying it, power is generally reserved to the management to make changes, if any adverse possibilities threaten the future prosperity of any of its components, or, sometimes, if market conditions force their prices up to a level that does not seem to be justified. Usually, such changes can only be made with the consent of the Trustees.

It will be interesting to see, as the future unfolds itself, how far this power of variation has to be used.

Hartley Withers.

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A FREE BOOKLET Further information will be found in the booklet O.3, which will be sent free on application to the Managers.

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(Continued.)

beneficial to the investing public, to the stability of the stock markets, and to the volume of business done therein.

It was a fortunate event that brought Fixed Trusts into being at a time when a new generation of savers, without any of the experience that made old stagers cautious, might easily have been misled by share-pushers and vendors of gold-bricks into placing their money in ways that would have seriously discouraged the saving habit. From specious appeals of this kind, the constantly published solicitations of the Fixed Trusts, urging them to invest in securities which were nearly always of a sound and superior class, must have saved many who, but for these solicitations, might have poured their savings down a sink. The chance of loss to the public, by the offer to it of half-baked or fraudulent enterprises masquerading as investments, is one of the weak points of our financial system. Attempts to check it by legal regulation are hedged about with difficulty; because when legal regulation sets out to prevent fraudulent issues, it is more than likely to make legitimate company-promotion so full of legal dangers that no one with a reputation to lose will dare to be responsible for it. The sound protection against bad company-promotion is an educated public. And the education of the public is an incidental, but highly important, result of the Fixed Trust movement.

At the same time, the Fixed Trusts have given an important strength to the market in all the securities that they handle, by supplying it with a body of holders who are genuine investors, and do not come in and out for a "quick turn." When they first made their appearance, the critics said, with a good deal of truth, that they were coming on the stage at a time when everything was in their favour: the establishment of the National Government, the beginning of a spell of cheap money, the War Loan conversion, and the renewed confidence in the competitive power of British industry, freed from its gold fetters by our being forced off the gold standard—all had worked together to create a rising market in securities and simplified the task of the Fixed Trust managers, who had nothing to do but feed a ready demand for their wares. But how, it was asked, would they fare when markets were in the dumps and the public was a seller?

This question has gone a long way towards being answered by recent events. Last February, markets,

after a continuous rise for nearly three years, were upset at once by the unfortunate incident described as the "pepper scandal," and also by the temporary weakening of the Government, owing to the Wavertree by-election, a threatened revolt of its supporters on the subject of India, and a bad muddle that somebody made over the application of the means test to unemployment relief. These events were taken more seriously abroad than they were here, and caused the withdrawal of a good deal of foreign money which had come into British securities during the previous advance. Even here, there was a good deal of loose-lipped talk about the break-up of the National Government, an imminent General Election, and that "first-class financial panic" which a Labour leader has foreshadowed as a consequence of a Labour victory.

Again, during these anxious weeks of discussion at Geneva, culminating in the actual outbreak of war, the atmosphere of the City has been far from bullish. Possible attacks on Malta and Gibraltar, invasion of Egypt from the west, war spreading all over Europe, probably accompanied by untoward developments in the Far East, a general rising of the coloured races in Africa—such were some of the pictures drawn by the fancy of those whose business it is to try to foresee what is going to happen.

During both these periods of doubt and reaction, holders of Fixed Trust sub-units showed themselves to be real and sensible investors, who had bought securities in which they had good reason to believe, and were not going to be frightened out of them. It was proved that a clientèle had been created which might be relied on not to make matters worse by selling in times of difficulty. From the point of view of the individual stockbroker or jobber, who may naturally prefer a public that is inclined to change its investments frequently, this creation of a body of tight-as-wax holders may seem to be a blot on the scutcheon of the Fixed Trusts. On the other hand, the latter, by the free use of the advertisement medium, which is forbidden to members of the House, are popularising investment among a number of people who might otherwise never have heard of it; and a substantial part of the many millions of money that have been collected and invested by the Fixed Trusts may be claimed as bringing business to the stock markets that would never have come their way without the action of this new suction-pump.

## THE PLAYHOUSES.

OTWAY'S "THE SOLDIER'S FORTUNE,"  
AT THE AMBASSADORS.

MR. BALIOL HOLLOWAY'S clever production makes this two-and-a-half-century-old comedy a very light-hearted affair. Said to have been thought gross even for the Restoration period, the dialogue has obviously been toned down considerably; for there are few lines calculated to bring a blush to the modern cheek. The plot, as is usual of this period, matters little. A rich, elderly husband, an amorous young wife, and a penniless rake form the triangle. As Lady Dunce, Miss Athene Seyler looks as adorable as her morals are deplorable; while Mr. Baliol Holloway, as the lover, acts with great dash. Mr. Roy Byford's Sir Jolly Jumble is one of the richest performances now to be seen. Mr. Huntley Wright's musical-comedy mannerisms fit very well into the character of the deceived husband, providing just that touch of burlesque the rôle demands.

"PLEASE TEACHER!" THE NEW MUSICAL  
COMEDY AT THE LONDON HIPPODROME.

This is one of the most high-spirited musical comedies London has seen for a long time. Mr. Bobby Howes, who makes his way into a girls' school by posing as the brother of one of the pupils, is at the top of his form. Mistaken for the new gym instructor by a hefty sports mistress, his entanglement with a pair of parallel bars is riotously funny. Miss Vera Pearce, who makes great play of her weight, is a perfect foil. The way she pulls Mr. Howes through a gavotte is grand fooling; while the participation of the two in a school pageant, "Women in History," kept the theatre in roars of laughter. From the opening scene, a cricket match in dumb show, to the concluding one, when six young ladies play very competently on 'cellos, there is not a dull moment. The book is well above the average, and the lyrics (if seeming to owe something to the influence of Mr. Cole Porter) are extremely neat. The composers, Mr. Jack Waller and Mr. Joseph Tunbridge (who have taken advantage of their power to add to their numbers by including melodies from Beethoven and Tchaikowsky in their score), have done their work remarkably well. Mr. Wylie Watson scores as a music master; Miss Sepha Treble has little to do as the heroine, but does that little very adequately; and Miss Bertha Belmore is amusingly dragon-like as the head-mistress.

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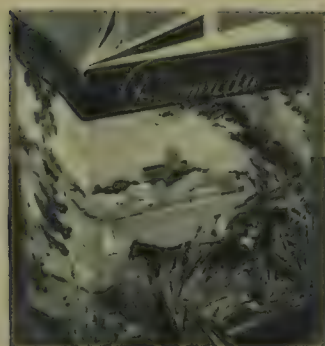


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# THE EMPIRE'S HOLIDAY PARADISE Bermuda





# THE CALL OF WINTER SUNSHINE.

By EDWARD E. LONG, C.B.E., F.R.G.S.

BURMA—CEYLON—MALAYA—JAVA—BALI—CHINA—JAPAN—AUSTRALIA AND NEW ZEALAND.

ONE of the outstanding features of modern travel is the distance people are prepared to go when on holiday, and the most striking illustration of this is during the winter season, when the "call of winter sunshine" takes us to the lands and seas of Southern Europe, and the Atlantic Isles, to Egypt, East and South Africa, India, Burma and Ceylon, and Malayan lands, to China, Japan, and far-off Australia and New Zealand: even on tours around the world! India's reputation is old-established with the traveller for a winter holiday of all-round charm, while nowadays Burma makes a very successful appeal, with its colourful, joyous people, its temples and golden pagodas, its monks of the Yellow Robe—those dignified devotees of Buddha in a land where Buddhism

The island of Bali is one of romance and beauty, where Hinduism, with its four castes, its temples, and all its ornate rites, remains firmly entrenched—though surrounded by Moslem lands. Here the women, bare from the waist upwards, are "goddesses in bronze," the men wonderful artificers in gold and silver, wood and stone; there are picturesque houses of a chalet type, with courtyards in which are quaint shrines dedicated to the household gods, and there are "hanging gardens" of rice on the mountain sides, and life is lived, among the choicest gifts of Nature, in the most joyous mood.

China means a peep into a different life—that of toiling millions, seen in the mass on boats in the Canton River, and in Canton itself, into a land of wonderful pagodas of porcelain, marvellous paintings and pottery, carvings and sculpture, stately halls and pavilions and noble towers. China these days is very much astir, and a great deal of the old is giving place to the new; but in Peiping (once known as Peking) the splendid palaces of the old Imperial and Forbidden City remain, the Bronze Lion is still on guard near the Gate of Supreme Harmony, beauty reigns in the grounds of the Winter Palace, the famous Bell Tower stands where it stood, though no curfew rings out nightly, and the Great Wall, which runs within easy reach of Peiping, continues to protect China from the "barbarians"! Shanghai is, and is not, Chinese, but it is very interesting, and Hong Kong is



A BEAUTIFUL VIEW IN PENANG: ONE OF THE DELIGHTFUL BAYS LYING BETWEEN JUNGLE-CLAD HEADLANDS.



FUJIYAMA: JAPAN'S FAMOUS SNOW-CAPPED VOLCANO SEEN FROM ACROSS LOVELY LAKE HAKONE.—[Photograph by the Canadian Pacific Railway.]

reigns supreme—and its luxuriant vegetation. Rangoon has its magnificent Pagoda of Shwe Dagon, higher than St. Paul's and with a circumference of nearly 1400 ft., and there you can see the "hathis piling teak"; you can float up the great Irrawaddy for a thousand miles, and see wonderful stretches of scenery; ramble around Mandalay and see its Palace of King Theebaw; visit Inlé Lake, where men use the leg for rowing; and if you have the good fortune to witness a Burmese festival, when the great *pués* are held, you will see something which will linger long in your memory.

Ceylon stands for the richest tropical beauty—golden sands, fringed with groves of palm, gardens ablaze with colour, plantations of spice trees which scent the island with their fragrance, mountains clothed almost to their summit—the lower slopes with coffee and rubber; the higher ones with tea—and valleys teeming with the most luxuriant forms of vegetation. In Colombo are extremely picturesque street scenes; Kandy has its far-famed Temple of the Tooth, in which a tooth of Gautama the Buddha is enshrined, and a beautiful lake; close by are the lovely gardens of Peradeniya; and over 6000 ft. above sea-level is Nuwara Eliya, a hill resort amid charming scenery, whilst Anuradhapura, the ruined capital of the ancient Sinhalese kings, recalls Ceylon's historic past.

The isle of Penang, with a magnificent coastline, and a hill, with a funicular railway, from which there is a glorious view of the mountains of Malaya, has a fine Botanic Garden and a Chinese temple among its sights, and is the starting-point for a rail journey northwards to Bangkok, the Venice of the East; or southwards—through fields of gleaming rice, by limestone hills clad with virgin jungle, past the great tin-fields of Perak, and vast plantations of rubber trees, stopping awhile at Kuala Lumpur, the interesting capital of the Federated Malay States—to Singapore, the gay metropolis of Malaya, and Britain's most powerful Eastern Naval Base.

Java is a land of lofty volcanoes, one of them, Semeroc, reaches 12,000 ft., whilst another, the Bromo, stands on the floor of an extinct volcano, known as the Sand Sea, and, ringed round with other peaks, is a most impressive sight. Tosari, a most pleasant hill-station, is the centre for these marvels; Garoet for others. Java has one of the world's most wonderful stone temples—in Boro Budur, extremely varied scenery, is one of the richest of countries in tropical cultures, and Javanese life, seen at its best in the semi-independent States of Djockjakarta and Soerakarta, is full of interest and colour, with music and dancing of a high order. In Batavia and Sourabaya are picturesque houses of early Dutch colonial life, and at Buitenzorg the finest Botanic Gardens in the East.



A MAGNIFICENT BATHING RESORT IN CEYLON: BREAKERS FALLING ON THE BEACH IN MASSES OF DAZZLING WHITE FOAM AT MOUNT LAVINIA.—[Photograph by E. E. Long.]

a revelation of Chinese and British co-operation, whilst the panorama from its Peak is perfect.

Parts of Japan, particularly those about Fuji and Lake Hakone, impressed me as bordering on Fairyland, and never have I seen more fantastic scenery than that of the Inland Sea—with its countless islets of rock and pine, some crowned with a red-roofed temple perched amid their crags. And then there are the splendours of great-belled temples and ancient shrines, and the quiet charm of Japanese dwellings, exquisitely built, with marvellous gardens in miniature about them; the wealth of tree and shrub and flower—the beauty of cherry-blossom time is almost beyond belief—and the wonders of Japanese craftsmen, to make one's sojourn in Japan an ecstasy of delight.

Australia and New Zealand make the call of kinsmen—Sydney, Melbourne, Adelaide, Brisbane, Perth, Hobart, Auckland, Wellington, Christchurch, and Dunedin reveal to visitors from the Motherland the wealth of effort which went to create them and lead them to share their citizens' pride. The great sheep stations and cattle runs, the teeming wheat plains, fruit orchards and vineyards, and the gold-fields of Australia, and the frozen meat and dairy industries of New Zealand inspire the same feeling; and the grand scenery—the Blue Mountains, Jenolan Caves, Mount Gambier Lakes, Buffalo National Park, Hawkesbury River, Barron Gorge and Falls, of Australia; the mountains, lakes, and gorges of Tasmania and the Wanganui River, the Waitomo Caves, and the hot springs of Rotorua of the Northern Island, and the glaciers, fjords, and lakes of the Southern Island of New Zealand, supreme in beauty, Lake Wakatipu, and Milford Sound—is but an added incentive to those of us who can afford the time to pay a visit to these lands of Britons overseas.

A very fine "Round the World" cruise, visiting many of the lands above described, is being made by the Canadian Pacific liner *Empress of Britain* (43,000 tons), which leaves Monaco on Jan. 22 for Naples, Athens, Haifa, Port Said, Suez, Bombay, Colombo, Penang, Singapore, Bangkok, Batavia, Semarang, Bali, Manila, Hong Kong, Shanghai, Chingwangtao (for Peking), Beppu, Kobe, Yokohama, Honolulu, Hilo, San Francisco, Los Angeles, Balboa, Cristobal, Havana, New York, Cherbourg, and Southampton (reached on May 26).

The Hamburg-American Line also announce a "Round the World" cruise, by the *Reliance*, a vessel of 21,000 tons, which leaves Villefranche on Jan. 25, and Naples on Jan. 27. The itinerary is very comprehensive, and the voyage will occupy 136 days, covering 31,600 miles and visiting twenty-nine countries, with thirty-nine ports of call.

The P. and O. Line are sending the *Viceroy of India* on a cruise from London on Dec. 28, to Bombay, Cochin, Colombo, Penang, Singapore, Sandakan, the Dutch Spice Isles, Macassar, Bali, Sourabaya, and Batavia; and this Line has a regular service to Bombay and Colombo, Penang, Singapore, and ports in China and Japan, and Australia, while at Singapore passengers can connect with the Dutch K.P.M. Line for ports in Java and Bali.

The Bibby Line have a regular service to Colombo and Rangoon, in Burma, and arrange special tours, and Orient Line vessels call at Colombo on their way to Australia; and, like the P. and O. Line, this Line offers special rates for round voyage (three months) tickets to Australia and back. The P. and O. and the Orient Line also arrange special tours in Ceylon. And then, for those who wish for speed, there is the fine service of Imperial Airways, weekly, to Siam and Australia, and bi-weekly as far as Singapore.



IN IDYLIC BALI: BALINESE WOMEN WASHING BETEL LEAVES AT A PICTURESQUE WAYSIDE WELL.—[Photograph by E. E. Long.]



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## AFRICA—AND THE HOLY LAND.

THE HOLY LAND—EGYPT AND THE SUDAN—KENYA AND UGANDA—  
SOUTH AFRICA—AND RHODESIA.

THE Holy Land will always attract the traveller; the mere thought of a Christmas spent in Bethlehem stirs one profoundly, and the Land of Galilee, in which Christianity was born, makes a strong appeal to all of that faith. Jerusalem makes even a wider claim—to Christian, Moslem, and Jew, and it can fail to impress none—with its narrow, winding streets, lined with houses that are centuries old, and beneath which lie buried the cities of David, of Herod, and of the Crusaders! A Roman triumphal arch still spans Via Dolorosa—the weary road along which Christ carried



A MOST PLEASANT WAY OF REACHING SOUTH AFRICA: ONE OF THE LINERS OF THE UNION-CASTLE SERVICE AT ANCHOR IN TABLE BAY; WITH THE MAGNIFICENT SCENERY OF TABLE MOUNTAIN BEHIND.

Photograph by Union-Castle.

the Cross to Calvary, and pilgrims still flock from all parts of Christendom to the Church of the Holy Sepulchre; whilst the old Citadel beside the Jaffa Gate, with a tower built by the Crusaders and known as the Tower of David, looks down on Christian, Jew, and Moslem alike.

It is because the spell of Egypt is upon those who have once paid a visit to the Land of the Nile and the Pyramids that they return to it, and those who have never been there are attracted by its mystery. There is, too, the glamour of antiquity over the land. Think of the age of the Pyramids of Gizeh—in their third thousandth year when the great temples of Karnak and Luxor were being built! Egypt was certainly one of the world's first centres of civilisation, and the Nile was its mainspring then, as now. Alexandria has its attractions, Cairo its charm; but to float down the Nile—past the lordly ruins of an age when Greece and Rome alike were unborn, past picturesque palm groves, and fields of emerald, fringed with golden sand, past white-sailed feluccas, with an occasional glimpse of the great desert beyond, past all that Egypt was, and is, a "voyage through the Ages"—this is to sense something of the spell of the Land of Isis and Osiris and the Pharaohs. And the Nile carries you on to the Sudan, past the stupendous Rock Temples of Abu Simbel, in Nubia, to Wadi Halfa, where, before you entrain for Khartum, there to take to the river again, free of cataracts, you can spend a few days very agreeably, for there is magnificent scenery,

and you are on the Desert's edge. Khartum amazes one, with its handsome buildings and beautiful promenade by the banks of the Blue Nile, but a brass plate marking the spot on the old Palace stairs where Gordon fell reminds one of Khartum's grim past. Not far off, Omdurman provides a striking contrast, with its vast collection of flat-roofed, mud-built houses, its crowded markets, and its extraordinary variety of brown and black inhabitants.

On again, on the White Nile now, on a thousand-mile cruise to the borders of Uganda, past low, flat banks and sandy wastes, past patches of tall papyrus and dense forest land, from the country of the Arabs to that of the black races of Africa, past the grass-thatched, mud-walled huts of the Shilluks, and wandering bands of naked Dinkas, giants in stature, to the region of sudd, with its hippopotami and crocodiles, and on to the forest lands, where wild life, fowl and animal, teems, and one sees at



AN AWE-INSPIRING SIGHT IN UGANDA, EAST AFRICA: THE MURCHISON FALLS PLUNGING THROUGH A NARROW CHASM.

Photograph by Imperial Airways.

close range elephant and leopard, gazelle and warthog, hartebeeste and eland, occasionally lion and rhinoceros. At Juba you leave the river, for Nimule, the Uganda frontier post, by car, and there embark on the Nile once more—now the Albert Nile—for Butiaba, on Lake Albert, from there to pick up the Kenya and Uganda Railway at Namasagali.

It was not very long since travel in East Africa entailed quite an amount of discomfort and certainly some risk, but nowadays travel in Kenya and Uganda is as comfortable as it is anywhere thanks to the admirable system of the Kenya and Uganda Railways, which traverses both countries, from Mombasa, on the coast, and, aided by good feeder motor roads, brings within the traveller's reach the gigantic escarpments, mountains, and volcanoes of the Great Rift Valley, one of the wonders of the world; Kilimanjaro, Africa's highest mountain, just across the Tanganyika border; Nairobi, Kenya's charming capital, and the fine highland scenery in its neighbourhood; the snow-fields of Mount Kenya; Lake Victoria Nyanza, nearly 4000 ft. above sea-level, with a coast-line of 1800 miles; Entebbe, Uganda's park-like capital, perched on one of its promontories; and Kampala, the commercial capital, on seven hills, not far distant. Uganda has the magnificent Ripon and Murchison Falls, and extraordinarily interesting scenes of native life. From Fort Portal you can reach Ruwenzori—the "Mountains of the Moon," and Kenya has its great northern and southern game reserves, with wild life beyond the sportsman's wildest dream.

South Africa, with its summer warmth and sunshine, its wealth of flower and fruit, the particularly invigorating air of its high veld, its magnificent scenery—of mountain

# SEE INDIA



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and valley, coast and plain—its mines of gold and diamonds, its interesting scenes of native life, and its splendid scenic capital, is a land that is ideal for a winter holiday. Within easy reach of Cape Town, itself of peculiarly varied interest, there are beautiful stretches of coast—Chapman's Peak Road and Cape Point, where two oceans meet; Hout's Bay and Camp's Bay; whilst the surf-riding at Muizenburg is an unforgettable experience. Along the south-east coast, the Mossel Bay-George-Kynsna area is remarkable for its combination of river, mountain, forest, and sea; the wilderness is a haven of beauty; and Port Elizabeth, Port London, Durban, and many smaller towns by the sea have splendid bathing-beaches.

North of Cape Town are the beautiful valleys of Drakenstein, Paarl, and the Hex River, the fruit and wine country of South Africa; far inland, on the edge of the Karroo, lies Kimberley, and its vast craters from which so many of the world's diamonds have been brought to light; eighty miles east is Bloemfontein, the historic capital



THE SHIMMER OF FALLING WATER AMID COLOURFUL TROPICAL VEGETATION: A VIEW OF THE MAGNIFICENT VICTORIA FALLS, ON THE ZAMBESI RIVER, IN SOUTHERN RHODESIA.

*Photograph by Courtesy of the High Commissioner for Southern Rhodesia.*

founded by those great pioneers of the white race—the Dutch Voortrekkers; and from here one goes northwards, naturally, to Johannesburg, a city of sunshine built on a reef of gold! Johannesburg can show sights unequalled in the world, and nothing can be more remote in "atmosphere" from this hive of industry than nearby Pretoria, the Union's administrative capital, with its stately buildings, where official life maintains the noiseless tenor of its way, and its memories of President Kruger, whose fine statue fronts Pretoria Station. His name is perpetuated, too, in that great sanctuary of animal life—the Kruger National Park, of which only one area, Pretorius Kop, is open from October to May. The finest of South Africa's mountain scenery is to be viewed in Natal, where, among the mountains of the Drakensberg, there is a wonderland of beauty.

A holiday in South Africa leads one naturally to Southern Rhodesia, for who could resist the charms of a land which has such glorious scenery as that of the highlands along its eastern border?—Inayanga, Umtali, Melsetter, and Chipinga, grassy mountain heights, touching 8000 ft., ravines and gorges filled with luxuriant tropical vegetation, and streams plunging in cascades down into steep canyons; the great Matopo Hills, on the summit of one of which, "World's View," Cecil Rhodes lies buried, and near him "Doctor Jim"; and the wonderful Victoria Falls, where the Zambesi River, at its widest—over 1860 yards—falls abruptly over the edge of an almost vertical chasm with more than twice the depth of Niagara! Southern Rhodesia has many attractions other than those of its scenery. It has fascinating scenes of native life; mysterious ruins at Zimbabwe, which have provoked remarkably conflicting theories; a rich store of "Bushman paintings"; caves of exceeding archaeological interest; and an abundance of wild life—for the sportsman, and of fish—for the angler.

The Bibby Line take passengers for Egypt by their vessels which leave fortnightly for the East, and arrange special inclusive tours, either from Marseilles, returning to Marseilles, or from Liverpool, returning to London; and the Orient Line arrange inclusive tours also, by their regular liners, from London, returning to London; and



TYPICAL MOUNTAIN SCENERY IN CAPE PROVINCE, SOUTH AFRICA: A VIEW TAKEN IN THE MONTAGU PASS, BETWEEN OUDTSHOORN AND GEROGE.

*Photograph by South African Railways.*

another service for Egypt is by the P. and O. Line. For the voyage up the Nile, Cook's Nile Steamers maintain a service which is unsurpassed in comfort.

The Union-Castle Line take passengers for Egypt by their monthly service from London, which also connects with the Kenya and Uganda Railways at Mombasa, and calls at Beira, for Southern Rhodesia; and it gives travellers the opportunity of making a round-Africa voyage, and seeing the leading ports of East, West, North, and South African ports, St. Helena and the Canary Isles, and ports in the Mediterranean, by the *Llandovery Castle* (10,600 tons), leaving London Dec. 28, or by the *Durham Castle* (8240 tons) on Jan. 3, for which there are specially cheap fares. The Union-Castle Line also have special Christmas and New Year holiday tours to South Africa by vessels leaving Southampton from Nov. 29-Jan. 10 (returning Dec. 26-Feb. 13). In South Africa, the South African Railways arrange all manner of attractive tours. Another excellent way of seeing Egypt, the Sudan, East Africa, Southern Rhodesia, and South Africa is by the bi-weekly service of Imperial Airways from Croydon, linking up with Athens, Alexandria, Khartum, Nairobi, Johannesburg, and Cape Town.

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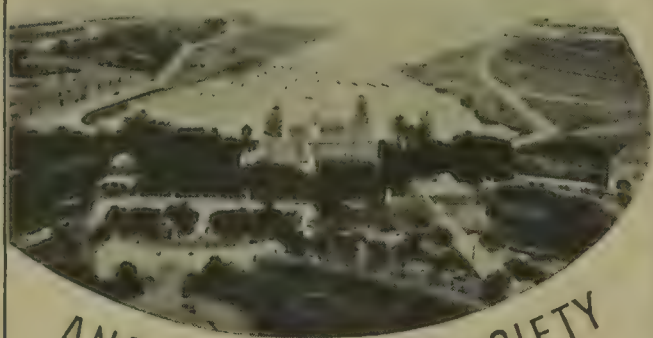
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## MEDITERRANEAN AND ATLANTIC ISLES.

MALTA—GIBRALTAR—THE CANARY ISLES—MADEIRA—THE WEST INDIES—THE BAHAMAS—AND BERMUDA.

MALTA, very much in the limelight just now, has many attractions for the winter visitor. Historically, it is one of the most interesting of the Mediterranean islands, for it has seen, as rulers or invaders, Phoenicians, Carthaginians, Romans, Arabs, Normans, Turks, and Aragonese, and then came the Knights of St. John, expelled by the Turks from Cyprus, to build stately palaces and strong fortresses, and to hold the island from the time of Charles V. to Napoleon's day. They made Valletta their capital, and they have left there splendid memorials of their rule. It has fine hotels with moderate prices, and with a big English—largely naval, military, and Air Force—population. There is plenty of gaiety and sport throughout the season. Malta has some of the finest Megalithic remains in the world, and its extensive harbours, with mediæval fortifications, are a noble sight.

Gibraltar is unique. Seen from the sea, at a distance, it is just a mighty rock with a thin strip of flat shore bordering it, on which a number of buildings are clustered together. Going ashore, you are surprised to find it of sufficient size to boast charming public gardens, a race-course, and several hotels. Certainly buildings in the business quarter are huddled together, almost higgledy-piggledy, but they fit picturesquely into the scheme of things, and out Europa Point way, to which a fine road leads, and from which there is a splendid view of the Spanish



AT GIBRALTAR: A VIEW TAKEN FROM AN HOTEL ON THE ROCK, SHOWING BRITISH MEN-OF-WAR AT ANCHOR IN THE HARBOUR; WITH THE SPANISH COAST OPPOSITE.

Photograph by Beanland, Malin and Co.

coast, there are villas with gardens, and Gibraltar wears an inviting aspect. Moorish Castle, a relic of the days of the Moors, is extremely interesting; so also are the great Galleries which form a part of the Rock's fortifications, and by the Castle you are nearly certain of seeing monkeys—the only ones in a wild state in Europe. Other of Gibraltar's sights are the Moorish bath and museum, and the old Trafalgar Cemetery, in which many of the seamen who died in that glorious fight lie buried.

Both Plutarch and Pliny wrote of the "Fortunate Islands," and these have been identified by some authorities as the Canary Isles; but whether this is so or not, visitors to these delectable islands are certainly fortunate, for they have a mild, dry, and healthy winter climate, a luxuriant vegetation, hedgerows bright with flowers, and avenues of palms and eucalyptus almost everywhere, while the hills are clothed with groves of bananas and sugar-cane. Las Palmas, on Grand Canary, is a charming up-to-date resort, and Tenerife, with its magnificent Peak, and the glorious vales about it, has Santa Cruz and Orotava as centres for visitors, the latter a lovely spot. Madeira has wild mountain scenery, which befits its romantic history, and in Funchal it has a port and capital of incomparable beauty—white houses with red roofs perched on steep hill-sides, with gardens vivid in colour, and above these, thickets of shrub and tree, bordering roads whose banks are lined with maidenhair and other ferns: while at night the place is a glittering fairyland. The island's best hotels are here, in a sunny and sheltered position, and Funchal is, in every way, a charming winter holiday resort.

What of those charming tropical islands set in the blue Caribbean Sea, with stirring memories of stout fights between English and French, and of pirate raids? Jamaica, Trinidad, and Barbados, the largest of the British islands, with their fine hotels and a climate warm by day, but agreeably tempered by the cool north-east trade-wind, have fine scenery and delightful glimpses of native life to offer, and beaches where the bathing is idyllic. Jamaica and Trinidad have glorious mountains with an astonishingly rich vegetation, and Barbados and



THE CITY AND PORT OF HAMILTON, CAPITAL OF BERMUDA, REPUTED TO BE THE SMALLEST CAPITAL IN THE EMPIRE, AND CERTAINLY ONE OF THE MOST BEAUTIFUL.—[Photograph by the Bermuda Trade Development Board.]

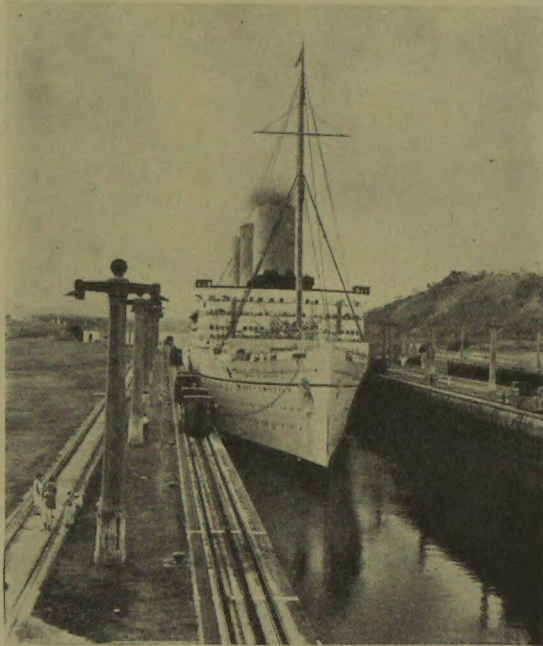
Jamaica historic old ports. Further north, beyond the West Indian islands, are the Bahamas, strung out from north of Haiti to near the coast of Florida, and of which the best known is New Providence, where Nassau, the Bahamas' capital, is a gay winter resort with luxury hotels and the safest of bathing-beaches.

Still further north lie the Isles of Bermuda, reef-girt coral islands, with fascinating inland seas strewn with green islets and ideal for yachting, boating, and fishing. Ashore are quaint old colonial houses, some harking back to Stuart days, with white coralline limestone walls and roofs, showing up vividly in the sunshine against a background of dark-green Bermudan cedar, and with gardens



in which the blossoms of sub-tropical climes mingle with the geranium, the heliotrope, and the violet. There are hedges of yellow oleander and pink hibiscus and fields of fragrant lilies white as the driven snow. Roads, affording wonderful views of coastal scenery, and, in places, lined with graceful trees—but on which there are no motors—ring the islands round, and beaches of pink and white coral sand form a paradise for bathers, with clear water, of sapphire tint. Hamilton, the capital, is a handsome, well-built city, with a cathedral, imposing public buildings, and splendid hotels; St. George, the old capital, has the quaintest of buildings lining its rambling streets, and not far off, on a magnificent site overlooking Harrington Sound, is Castle Harbour Hotel, one of the finest hotels in the world. Bermuda is blessed with a winter climate that is as near perfect as possible; it has seven golf-courses, one of them with sea-views that are unsurpassed; tennis courts abound; one can cycle and drive and ride; there is excellent yacht-racing, and there are many well-contested golf competitions and tennis tournaments, whilst social life is as gay as that of a first-class resort in Europe.

The Pacific Steam Navigation Company have liners leaving Liverpool for Bermuda every two or three weeks, via French and Spanish ports, and issue tickets for special tours; and you can travel outwards by this Line and return by one of the luxurious Furness Bermuda liners to New York, and there tranship into a North Atlantic Line vessel for the United Kingdom. A fine opportunity of seeing Bermuda, the Bahamas, and West Indian ports is afforded by the cruise of the Canadian Pacific liner *Duchess of Richmond* (20,000 tons), which leaves Southampton on Jan. 23 for Las Palmas,



A CRUISING LINER IN THE PANAMA CANAL: THE "EMPRESS OF BRITAIN," THE GREAT CANADIAN PACIFIC LINER, ENTERING ONE OF THE LOCKS.

Photograph by Canadian Pacific Railway.

La Brea (Trinidad), Port of Spain, Curaçao, Cristobal (Panama Canal), Havana, Kingston, Miami (Florida), Nassau, Bermuda, San Juan (Porto Rico), Martinique, Bridgetown (Barbados), and Madeira, returning to Southampton. The Canadian Pacific Line are also sending the *Empress of Australia* (22,000 tons) on a cruise from Monaco, on Feb. 8, to Mediterranean, East African, and South African ports, and returning, by way of the west coast of South America, calling at ports there and in the West Indies, to Southampton. This Line further announces spring cruises to Lisbon and West African ports by the *Duchess of Atholl* on Feb. 26, and the *Duchess of Richmond* on March 14, and to Mediterranean ports by the former vessel on March 28, and the latter on April 4.

The Hamburg-American Line have arranged a number of interesting forty-five-day round trips to West Indian and Central American ports by the *Cordillera*, leaving Dover on Nov. 13, Jan. 8, and March 4, and by the *Caribia*, from Dover, on Dec. 11, Feb. 5, and April 1. This Line also has a fourteen-day Christmas cruise from Southampton by the *Cap Arcona* (27,560 tons) on Dec. 22, to Gibraltar, Casablanca, Teneriffe, and Madeira, and a thirty-four-day cruise by the same vessel from Southampton, on Jan. 22, to Lisbon, Madeira, Rio de Janeiro, Santos, Monte Video, and Buenos Aires.

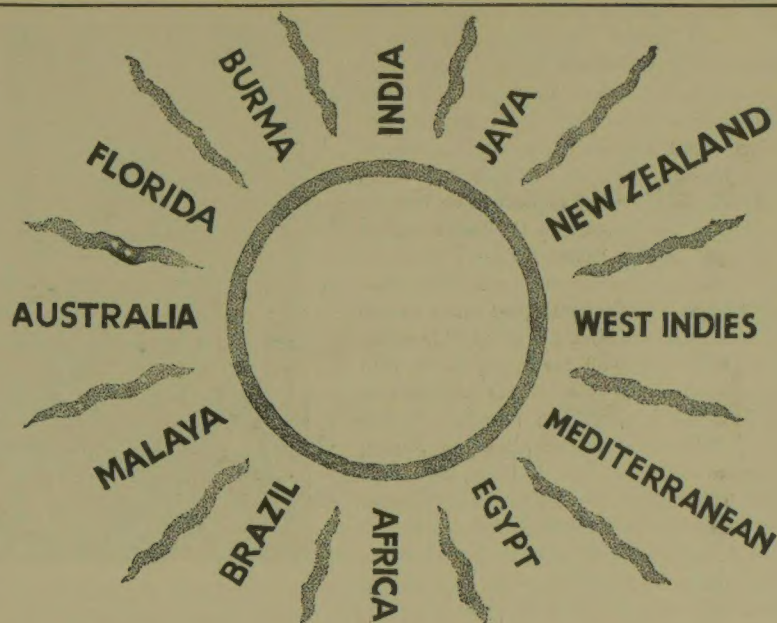
The Lamport and Holt Line are sending the *Vandyck* on a forty-eight-day cruise from Southampton, on Feb. 15, to Madeira, Barbados, Trinidad, Cristobal (Panama), Kingston, Havana (Florida), Miami, Nassau (Bahamas), Bermuda, and Ponta Delgada (Azores); and the *Voltaire* leaves Southampton, on a fifteen-day Christmas cruise, on Dec. 21 to Lisbon, Casablanca, Teneriffe, and Madeira, and



ONE OF BERMUDA'S LOVELY STRANDS: BATHERS ENJOYING THE SUNSHINE AND THE GLITTERING WHITE SAND OF ST. CATHERINE'S BEACH, NEAR THE OLD CAPITAL OF ST. GEORGE.—[Photograph by David Knudsen, Hamilton, Bermuda.]

on Feb. 1 and again on March 7 for thirty to thirty-three day cruises to Mediterranean ports, Egypt, and the Holy Land.

Winter cruises to West Indian, Central American, and South American ports can be made in a very enjoyable manner by crossing to New York by any large liner, and there joining one of the Grace Line "Santa" vessels, specially equipped for cruising in warm climates. There are cruises of varying length—a seventeen-day cruise takes you, by the Windward Passage, between Cuba and Haiti, to Cristobal, where you pass through the Panama Canal, to Balboa, visit Old Panama, return across Panama by train, and from Cristobal proceed to historic old Cartagena, in Colombia, Puerto Colombia, and Havana, and from there to New York. A thirty-nine-day cruise is by way of Kingston, the Panama Canal, to Buenaventura (Colombia), Guayaquil (Ecuador), Talara, Salaverry (for Chan Chan—Inca city), Callao (Peru—for Lima), Mollendo, and Valparaiso (Chile), and stay there to see Santiago, Chile's beautiful capital; and on the return journey calls are made at Chanaral and Antofagasta, the terminus for the Chile-Bolivia railroad, with time allowed at Mollendo to see Arequipa, in Peru.



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## HAMBURG SOUTH AMERICAN LINE



*Continued.*

The new P. and O. cruising liner, *Strathmore* (24,000 tons), leaves London on Dec. 21, on a cruise to Madeira, Santa Cruz (Canary Isles), Freetown (Sierra Leone), Casablanca, and Cadiz, returning to London (Tilbury), on Jan. 10; and the same vessel leaves London on Jan. 11 for Madeira, Jamaica, Trinidad, Barbados, Santa Cruz, and Casablanca, returning to London on Feb. 10.

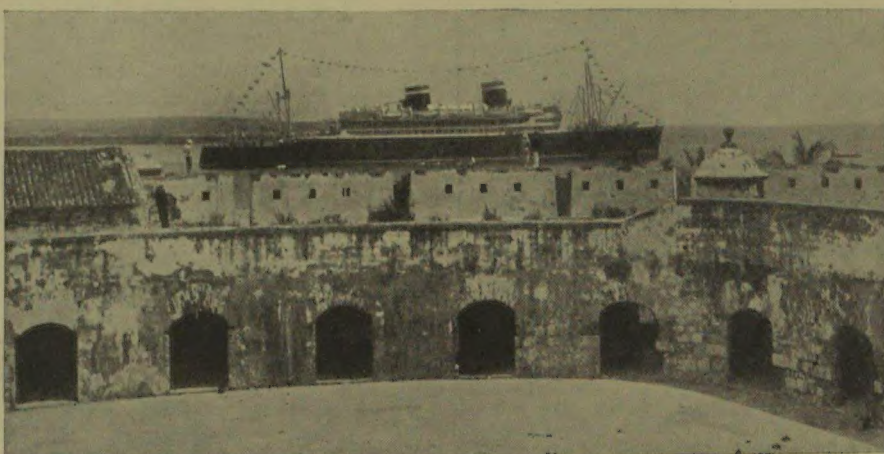
Attractive winter tours to the Mediterranean are arranged by the Bibby Line—to Gibraltar, for Southern Spain and Morocco; and to Marseilles for the Riviera. Tickets are issued which include the outward and homeward journey (Liverpool-London), and fares to all the places visited, with hotel accommodation. The Orient Line arrange similar tours—to Gibraltar; Toulon (for the Riviera), Palma, for Majorca, and to Naples, for Sorrento and Capri, and for Sicily, Malta, and Tripoli. These tours are by the large regular service vessels of the two Lines mentioned.

The Royal Mail Line have a cruise by the *Atlantis* from Southampton, on Jan. 24, to Madeira, Barbados, Trinidad, Cristobal, Balboa, Hilo, Honolulu, San Francisco, Los Angeles, and returning by way of the Panama Canal, Kingston, and Las Palmas, to Southampton, on March 6. Also there are cruises by the *Almanzora* (16,000 tons), on Feb. 7, to Lisbon, Gambia, Sierra Leone, Las Palmas, and Madeira; on Feb. 28, to Madeira, Gambia, Sierra Leone, Tenerife, and Lisbon, and on March 20 to Ceuta, Barcelona, Naples, Malta, Tripoli, and Lisbon, all for thirty-nine days.

The Blue Star Line are sending the *Arandora Star* on a twenty-nine-day cruise, on Dec. 20, from Southampton, to Madeira, Gambia, Sierra Leone, Tenerife, and Santa Cruz; and on Jan. 22 the *Arandora Star* leaves Southampton on a cruise to Madeira, Miami, Havana, Cristobal, Balboa, Honolulu, San Francisco, Los Angeles, Mazatlan (Mexico City), Manzanilla, Acapulco, San José (Guatemala



THE DELIGHTS OF PLEASURE-CRUISE ON A HAMBURG-AMERICAN LINER: PASSENGERS ENJOYING VARIOUS FORMS OF RECREATION ON THE SPACIOUS, SUNNY SPORTS DECK.—[Photograph by the Hamburg-America Line.]



PLEASURE-CRUISE IN THE CARIBBEAN SEA: THE GRACE LINER "SANTA LUCIA" PASSING THROUGH BOCA CHICA, THE ENTRANCE TO THE COLOMBIAN PORT OF CARTAGENA; WITH THE OLD FORT SEEN IN THE FOREGROUND.—[Photograph by the Grace Line.]

City), and La Libertad (San Salvador), returning through the Panama Canal, and thence to Curaçao and Tenerife, and Southampton, April 6.

There are tours to the West Indies and the Spanish Main by the French Line—the *Cuba* and the *Colombie*—from Plymouth to Guadeloupe, Martinique, Barbados, Trinidad, Carupano, La Guaira, and Puerto Cabello (Venezuela), Curaçao, Puerto Colombia, and Cartagena (Colombia), Cristobal (Panama Canal), and Port Limon, Costa Rica.

The Union Castle Line make a speciality of Christmas and New Year tours from Southampton to Madeira, by their regular Cape liners, outwards on Dec. 13 and 24, and homewards on Dec. 26, Jan. 2, 9, and 16; and the Booth Line have cruises by the *Hilary* to the Amazon River, by way of Oporto, Lisbon, and Madeira, which leave Liverpool on Dec. 10 and Feb. 7. This cruise is one which takes tourists a thousand miles up the mighty Amazon, from the city of Pará, through the famous Narrows, where dense tropical forest is within a stone's-throw of the vessel on either side, up to the jungle capital of Manaus, from which expeditions are arranged to the lovely Tarumã Falls, and to fascinating lagoons where the giant Victoria Regia lilies grow.

No one can do better than consult Messrs. Thos. Cook and Son about winter cruising or winter travel in general. They issue a comprehensive cruising-list of great help, and they have four handbooks—"The British Isles"; "The Continent and North Africa"; "Overseas"; and "The Nile Voyage, the Sudan, and Palestine"; which are of inestimable benefit in choosing a winter holiday. Moreover, Messrs. Cook make arrangements of every kind in connection with travel, and make them exceedingly well, as befits their lengthy and world-wide experience.

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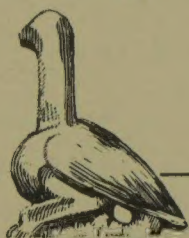
(Hail, Master)



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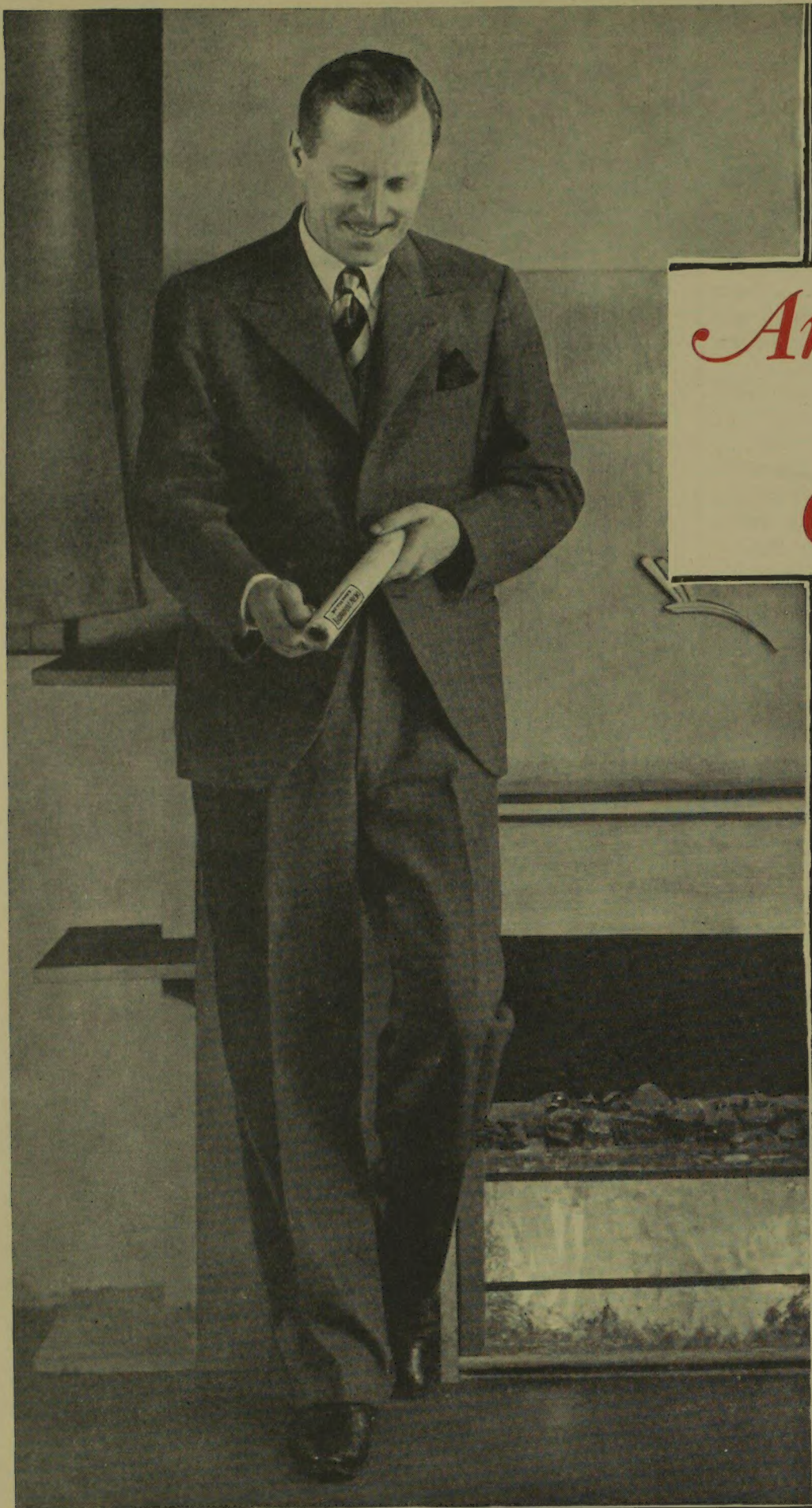
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